# Corvette Racing Wins At CTMP, Makes Strides In Brazil 2024

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* — JUL 15, 2024



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[Corvette Racing](https://gmauthority.com/blog/gm/chevrolet/corvette/corvette-racing/) took on two races over the weekend, dominating the IMSA event at Canadian Tire Motorsports Park (CTMP) and scoring the first win for the new Corvette Z06 GT3.R race car. Much further south, in Sao Paulo, Brazil, another pair of Vette racers turned laps for the FIA World Endurance Championship race, and while they didn’t win, they made progress for The Bow Tie brand’s racing efforts.

Alexander Sims and Antonio Garcia conquered CTMP on July 14th, 2024, crossing the line first in the GTD Pro class. Sims and Garcia, splitting duties behind the wheel of the No. 3 Corvette Z06 GT3.R, started from the pole position and led all but four of 112 laps. The duo finished 0.408 seconds ahead of the second Corvette Racing entry, the No. 4 Vette of Nicky Catsburg and Tommy Milner.



Garcia maintained a healthy lead of over five seconds heading into the final quarter hour of the race, but a full-course caution neutralized the field for a restart. Garcia and Catsburg fought tooth and nail to hold a one-two result, navigating slower traffic as they held their positions to the line.

“This is huge for the entire Corvette program,” Garcia said after the race. “I’m glad that we could finally get the first win in IMSA for the Z06 GT3.R and to get my first win with Alex [Sims]. We just need to carry on like this and build on the things we have been doing. More wins will come. This ranks pretty high in my career. I got the first win for C7.R and C8.R, so this is brilliant!”



Meanwhile, the No. 13 Corvette, under control of Orey Fidani at the time, wrecked out early in the race after making contact with the tire barrier. The team attempted to repair the car and return to the race, but it was too heavily damaged, forcing its early retirement.

In Brazil, TF Sport’s twin Corvette Racing entries endured a challenging WEC race. Tom Van Rompuy, Rui Andrade and Corvette factory driver Charlie Eastwood drove the No. 81 Vette to an eighth-place result, their best since Imola. The result might have been even better had the No. 81 Corvette not spun off the course after contact with a competitor, forcing the team to fight back to regain lost ground.



The No. 82 Z06 GT3.R of Hiroshi Koizumi and Sebastien Baud didn’t fare so well. The entry had to serve a drive-through penalty, and just as things were looking up, the No. 82 Corvette suffered a mechanical failure that could not be repaired, ending its race after 133 laps.

# Top 10 Corvette Dealers – 2024 CYTD Sales Through June 30th

By [**Keith Cornett**](https://www.corvetteblogger.com/author/admin/) -

Jul 15, 2024

[0](https://www.corvetteblogger.com/2024/07/15/top-10-corvette-dealers-2024-cytd-sales-through-june-30th/#respond)

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Photo Credit: [MacMulkin Corvette / Facebook](https://www.facebook.com/profile.php?id=100091621700061)

We are half way through the calendar year and Corvette sales haven’t been this good since 2015. We saw that GM delivered a total of [9,338 new Corvettes during Q2](https://www.corvetteblogger.com/2024/07/02/general-motors-delivers-9338-new-corvettes-during-2nd-quarter-2024/) and that trend shows no sign of slowing down.

For the 2024 Calendar Year to Date through June 30th, Corvette deliveries are up 5% with a total of 17,914 new Corvettes delivered so far. And now that we have the total amount of Corvettes sold, let’s take a look at the [Top 10 Corvette Dealers](https://www.corvetteblogger.com/tag/top-10/) to see where we are in these first six months of 2024.

[MacMulkin Corvette](https://www.macmulkincorvette.com/) in Nashua, NH continues to lead all Corvette dealers in the nation with 930 new Corvettes sold so far in 2024. This is 322 more than 2nd place [Ciocca Corvette of Atlantic City](https://www.cioccacorvette.com/) with 608 total Corvettes delivered. In third place is [Criswell Chevrolet/Mike Furman](https://www.corvettefurman.com/) with 294 deliveries. In fourth is Bomnin Dadeland in Miami with 245 deliveries, and in fifth is [Les Stanford the Corvette King](https://www.corvetteking.com/) with 217 new Corvettes delivered.

For the second half of the list, Stingray Chevrolet has 139 new Corvettes delivered while our friend Rick Conti at Coughlin Chevy moves back into the 7th position with 118 deliveries. Classic Chevy of Grapevine, TX is right behind with 115 deliveries and then the final two positions are Bomnin West Kendall at 103 and Stonebriar Chevy with 94 cars delivered.

|  |  |  |  |
| --- | --- | --- | --- |
| **DEALER** | **LOCATION** | **JUNE 2024 SALES** | **2024 CYTD SALES** |

|  |  |  |  |
| --- | --- | --- | --- |
|  |  |  |  |
| MacMulkin Corvette | Nashua, NH | 139 | 930 |
| Ciocca Corvette | Atlantic City, NJ | 99 | 608 |
| Criswell/Mike Furman | Gaithersburg, MD | 49 | 294 |
| Bomnin Dadeland | Miami, FL | 45 | 248 |
| Les Stanford Corvette | Dearborn, MI | 33 | 217 |
| Stingray Chevrolet | Plant City, FL | 25 | 139 |
| Coughlin Chevrolet | Pataskala, OH | 25 | 118 |
| Classic Chevrolet | Grapevine, TX | 9 | 115 |
| Bomnin West Kendall | Miami, FL | 21 | 103 |
| Stonebriar Chevrolet | Frisco, TX | 11 | 94 |

The total amount of new Corvettes delivered in the first half of 2024 by the Top 10 Corvette Dealers is 2,866. That’s a 13.8% increase over the same number of cars delivered by the [Top 10 Corvette Dealers in 2023](https://www.corvetteblogger.com/2023/07/11/top-10-corvette-dealers-for-the-first-half-of-2023/) (2,518). While these are great numbers for the Top 10, it’s always important to realize that only 16% of the Corvettes sold in the USA were through these Top 10 dealers. As always, to find your best deal it pays to call around and find out what kind of deal you can make at your local or regional dealer as well.

**Source:**  
Chevrolet

**2025 Corvette ZR1 vs. Z06 vs. E-Ray vs. Stingray: Powertrain Specs Compared** by Jonathan Lopez Jul 25, 2024

GM has officially unveiled the new 2025 Corvette ZR1, expanding the mid-engine C8 lineup with a true track-weapon spec complete with a new boost-fed engine. The power plant in question is the twin-turbocharged 5.5L V8 LT7, which is essentially a turbo variant of the 5.5L V8 LT6 cradled by the C8 Z06. Which begs the question – how do the ZR1’s specs line up against those of the rest of the C8 lineup? To find out, we’re putting the ZR1 up against the C8 Z06, the C8 E-Ray, and the C8 Stingray with the following comparison.

First and foremost, the 2025 Corvette ZR1 is far and away the most powerful variant of the bunch – in fact, the new ZR1 is the most powerful production Corvette ever made. To that end, the ZR1 lays down an impressive 1,064 horsepower at 7,000 rpm and 828 pound-feet of torque at 6,000 rpm. By contrast, the naturally aspirated 5.5L V8 LT6 engine equipped by the 2025 Corvette Z06 delivers 670 horsepower at 8,400 rpm and 460 pound-feet of torque at 6,300 rpm. Meanwhile, the E-Ray combines the naturally aspirated 6.2L V8 LT2 engine with an electric motor, providing a combined output of 655 horsepower, making for an additional 160 ponies over the Stingray’s 495 horsepower.

The Corvette ZR1 also has the lowest compression ratio of the bunch at 9.8:1, while the Z06 is set at 12.5:1, and the E-Ray and Stingray are both set at 11.5:1. The ZR1, Z06, E-Ray, and Stingray all utilize a dry sump oiling system, but the ZR1 incorporates a seven-stage system compared to the six-stage system in the Z06.

Transmission types across all models are consistent, with each Corvette variant equipped with the GM eight-speed dual-clutch automatic co-developed with Tremec. However, The ZR1’s eight-speed was beefed up considerably to handle the extra power.

Differences in vehicle weight are notable as well, with the Corvette ZR1 coupe weighing in at 3,670 pounds, compared to 3,434 pounds for the Z06. The E-Ray is the heaviest due to its hybrid system, weighing in at 3,774 pounds, while the Stingray coupe is the lightest at 3,366 pounds.

Check out the full spec comparison below:

2025 Corvette ZR1 vs Z06 vs E-Ray vs Stingray Powertrain And Drivetrain Specs

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **ZR1** | **Z06 with Z07 Package** | **Z06** | **E-Ray** | **Stingray with Z51 package** | **Stingray** |
| Type | Twin-Turbo 5.5L V8 | 5.5L V8 | 5.5L V8 | 6.2L V8 HEV | 6.2L V8 | 6.2L V8 |
| Engine Code | LT7 | LT6 | LT6 | LT2 | LT2 | LT2 |
| Bore and Stroke (in. / mm) | 4.104 x 3.150 / 104.25 x 80 | 4.104 x 3.150 / 104.25 x 80 | 4.104 x 3.150 / 104.25 x 80 | 4.06 x 3.62 / 103.25 x 92 | 4.06 x 3.62 / 103.25 x 92 | 4.06 x 3.62 / 103.25 x 92 |
| Oiling System | Seven-stage dry sump (8 qt. capacity) | Six-stage dry sump (8 qt. capacity) | Six-stage dry sump (8 qt. capacity) | Dry sump (7.5 qt. capacity) | Dry sump (7.5 qt. capacity) | Dry sump (7.5 qt. capacity) |
| Oil Type | Dexos R 5W50 synthetic | Dexos R 5W50 synthetic | Dexos R 5W50 synthetic | Dexos 2 0W40 synthetic | Dexos 2 0W40 synthetic | Dexos 2 0W40 synthetic |
| Compression Ratio | 9.8:1 | 12.5:1 | 12.5:1 | 11.5:1 | 11.5:1 | 11.5:1 |
| Valvetrain | DOHC 32-valve | DOHC 32-valve | DOHC 32-valve | OHV 16-valve | OHV 16-valve | OHV 16-valve |
| Throttle Body | Twin 65mm single bore | Twin 87mm single bore | Twin 87mm single bore | 87mm single bore | 87mm single bore | 87mm single bore |
| Charging | Twin 76 mono-scroll ported shroud ball bearing turbos (67mm MAR compressor), E-Waste gates | - | - | - | - | - |
| Charge Cooling | Dual engine-mounted water to air charge coolers | - | - | - | - | - |
| Horsepower (hp / kW @ rpm) | 1,064 / 873 @ 7,000 | 670 / 500 @ 8,400 | 670 / 500 @ 8,400 | 495 / 369 @ 6,450 | 495 / 369 @ 6,450 | 490 / 365 @ 6,450 |
| Torque (lb.-ft. / Nm @ rpm) | 828 / 1,123 @ 6,000 | 460 / 623 @ 6,300 | 460 / 623 @ 6,300 | 470 / 637 @ 5,150 | 470 / 637 @ 5,150 | 465 / 630 @ 5,150 |
| Electric Motor horsepower (hp / kW) | - | - | - | 160 / 120 | - | - |
| Electric Motor Torque (lb.-ft. / Nm) | - | - | - | 122 / 195 | - | - |
| Battery Type | - | - | - | Lithium-ion | - | - |
| Battery Capacity (kWh) | - | - | - | 1.9 | - | - |
| Combined Output (hp / kW) | - | - | - | 655 / 481 | - | - |
| Transmission Type | 8-speed dual-clutch | 8-speed dual-clutch | 8-speed dual-clutch | 8-speed dual-clutch | 8-speed dual-clutch | 8-speed dual-clutch |
| Transmission Code | M1K | M1L | M1L | M1L | M1L | M1L |
| Front Suspension | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; monotube shock absorbers (specific calibration with available ZTK package) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; monotube shock absorbers (46mm) |
| Rear Suspension | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; direct-acting stabilizer bar; monotube shock absorbers (specific calibration with available ZTK package) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; direct-acting stabilizer bar; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; direct-acting stabilizer bar; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; direct-acting stabilizer bar; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; direct-acting stabilizer bar; monotube shock absorbers (46mm) | Double wishbone, forged aluminum upper and cast aluminum L-shape lower control arms; direct-acting stabilizer bar; monotube shock absorbers (46mm) |
| Magnetic Ride Control 4.0 | Standard | Standard | Standard | Available | Available | Available |
| Steering Type | Variable-ratio rack-and-pinion with electric power assist; includes Active Steer Stops | Variable-ratio rack-and-pinion with electric power assist; includes Active Steer Stops | Variable-ratio rack-and-pinion with electric power assist; includes Active Steer Stops | Variable-ratio rack-and-pinion with electric power assist; includes Active Steer Stops with available MRC 4.0 | Variable-ratio rack-and-pinion with electric power assist; includes Active Steer Stops with available MRC 4.0 | Variable-ratio rack-and-pinion with electric power assist; includes Active Steer Stops with available MRC 4.0 |
| Steering Ratio | 15.7:1 | 15.7:1 | 15.7:1 | 15.7:1 | 15.7:1 | 15.7:1 |
| Turning Circle (ft. / m) | 38 / 11.6 | 38 / 11.6 | 38 / 11.6 | 38 / 11.6 | 38 / 11.6 (36.4 / 11.1 with MRC 4.0) | 38 / 11.6 (36.4 / 11.1 with MRC 4.0) |
| Brake Type | eBoost-assisted carbon ceramic discs with six-piston/monobloc front calipers and four-piston/monobloc rear calipers | eBoost-assisted carbon ceramic discs with Brembo four-piston/two-piece front calipers and four-piston/monobloc rear calipers | eBoost-assisted discs with Brembo four-piston/two-piece front calipers and four-piston/monobloc rear calipers | eBoost-assisted carbon ceramic discs with Brembo four-piston monobloc calipers | eBoost-assisted discs with Brembo four-piston monobloc calipers | eBoost-assisted discs with Brembo four-piston/two-piece front calipers and four-piston/monobloc rear calipers |
| Front Brake Rotor Size (in. / mm) | 15.7 x 1.5 / 398 x 38 | 15.7 x 1.5 / 398 x 38 | 14.6 x 1.3 / 370 x 34 | 15.7 x 1.5 / 398 x 38 | 13.6 x 1.18 / 345 x 30 | 12.6 x 1.18 / 321 x 30 |
| Rear Brake Rotor Size (in. / mm) | 15.4 x 1.3 / 391 x 34 | 15.4 x 1.3 / 391 x 34 | 15.0 x 1.3 / 380 x 34 | 15.4 x 1.3 / 391 x 34 | 13.8 x 1.06 / 350 x 27 | 13.3 x 1.02 / 339 x 26 |
| Front Wheel Size | 20-inch x 10-inch | 20-inch x 10-inch | 20-inch x 10-inch | 20-inch x 10-inch | 19-inch x 8.5-inch | 19-inch x 8.5-inch |
| Rear Wheel Size | 21-inch x 13-inch | 21-inch x 13-inch | 21-inch x 13-inch | 21-inch x 13-inch | 20-inch x 11-inch | 20-inch x 11-inch |
| Front Tire Size | 275/30ZR20 | 275/30ZR20 | 275/30ZR20 | 275/30ZR20 | 245/35ZR19 | 245/35ZR19 |
| Rear Tire Size | 345/25ZR21 | 345/25ZR21 | 345/25ZR21 | 345/25ZR21 | 305/30ZR20 | 305/30ZR20 |
| Coupe Dry Weight (lbs. / kg) | 3,670 / 1,665 | 3,434 / 1,561 | 3,500 / 1,588 | 3,774 / 1,712 | 3,366 / 1,530 | 3,366 / 1,530 |
| Convertible Dry Weight (lbs. / kg) | 3,758 / 1,705 | 3,599 / 1,633 | 3,599 / 1,633 | 3,856 / 1,749 | 3,467 / 1,576 | 3,467 / 1,576 |
| Fuel Tank Capacity (gal. / L) | 18.5 / 70 | 18.5 / 70 | 18.5 / 70 | 18.5 / 70 | 18.5 / 70 | 18.5 / 70 |

American Supercar: Your First Look at the 1,064-HP 2025 Chevrolet Corvette ZR1!

The engine might be in the middle, but the mightiest Corvette returns as the supercar with a muscle-car mindset.

Eric TingwallWriterSteven PhamPhotographerJul 25, 2024

See All 30 Photos

The Chevrolet Corvette just blew past the 800- and 900-horsepower barriers on its way to a claimed sub-10-second quarter mile and a top speed exceeding 215 mph. Powered by a flame-shooting, twin-turbo 5.5-liter V-8, the 2025 Chevrolet Corvette ZR1 makes a towering 1,064 horsepower—a 309-hp mega leap over the last car to wear the ZR1 badge.

CLICK TO UNMUTE

A lot has changed in the five years since the previous ZR1 made its debut. Today’s most powerful cars run on batteries, and Corvette engines now push from behind the driver, yet the ZR1 persists as the supercar with a muscle-car mindset. Making its four-figure power rating even more outrageous, we expect it to cost at least $100,000 dollars less than the European exotica it’s built to beat.

See All 30 Photos

Meet the Chevrolet LT7 Small-Block V-8

As with the 638-hp C6 ZR1 and the 755-hp C7 ZR1, the 2025 C8 Corvette ZR1’s tremendous output is the result of engineers squeezing as much power as possible from its small-block V-8 engine. “The reason they’re odd numbers is because we didn’t set a target horsepower ahead of time,” executive chief engineer Tadge Juechter said. “We want the most power technology will give us.”

In the case of the 2025 Chevy Corvette ZR1’s LT7 engine, the technology involves a rare combination of displacement, revs, and turbo boost. Like the Corvette Z06’s LT6, the LT7’s eight forged pistons spin a flat-plane crankshaft that unlocks a quicker- and higher-revving engine while also unleashing side-to-side vibrations severe enough that, if not mitigated, will shake the oil filter off the V-8. Automakers have traditionally kept this imbalance in check by limiting the displacement to 4.5 liters or less, but both Ford and Chevy have pushed higher with their recent V-8 screamers. For a flat-plane-crank V-8, 5.5 liters is positively huge.

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Chevrolet | Jun 20, 2024

Blowing the engine with two turbos rather than a supercharger keeps the inertia low to preserve the flat-plane high-rpm character. Torque peaks at 828 lb-ft at 6,000 rpm, the 1,064-hp max hits at 7,000 rpm, and redline is reached at an awesome 8,000 rpm. During a very short, very fast ride in the passenger seat at GM’s Milford Proving Grounds in Michigan, the LT7 emitted a loud, proud, star-spangled blare deeper than your typical flat-plane V-8, more of a wail than a howl.

Pointing speed sensors at the turbos allows the blowers to spin faster, with the compressor blade tips traveling up to 1.7 times the speed of sound. The turbine wheels are made of Mar, a nickel-based alloy with even greater heat tolerance than Inconel to withstand temperatures as high as 1,900 degrees Fahrenheit. At full chat, the engine runs on 20 psi of boost with so much air pumping through the cylinders that the exhaust exiting the four tailpipes pushes the car with 37 pounds of thrust.

Juechter insists the LT7 isn’t just a boosted version of the Z06’s LT6 engine. Development of the two V-8s nicknamed Gemini began in tandem and share a block casting, but Chevy says the ZR1 is built with unique internals, cams, and cylinder heads plus additional cooling measures, an extra oil scavenge stage, and a supplementary port fuel-injection system. For full details on what’s new and notable, read our deep dive on the 2025 Corvette ZR1’s LT7 engine.

**American Supercar: Your First Look at the 1,064-HP 2025 Chevrolet Corvette ZR1!**

The engine might be in the middle, but the mightiest Corvette returns as the supercar with a muscle-car mindset.

MotorTrend Eric Tingwall - Writer

Chevy promises us plenty of low-end punch, too, with the LT7 churning out more than 800 lb-ft of torque from 3,000 to 6,500 rpm. To cope with all that twist, the eight-speed dual-clutch automatic transmission is built with thicker gears, and the rear-wheel bolt pattern has grown from 120 to 130 millimeters (about 5.1 inches). The tire sidewalls read the same as on the Z06—either Michelin Pilot Sport 4S ZP or optional Pilot Sport Cup 2 R ZP in 275/30 ZR20 (97Y) up front and 345/25 ZR21 (104Y) out back—but the internal construction is modified to handle more extreme forces.

The Ultimate Corvette

With a 394-hp advantage, the 2025 Chevrolet C8 Corvette ZR1 will obliterate the naturally aspirated 670-hp C8 Z06 around a racetrack, but its mission is broader than laying down heroic lap times. The ZR1 team benchmarked the Porsche 911 GT2 RS and the Ferrari SF90 while aiming to build a car with more bandwidth for the road compared to the Z06.

In standard configuration, the ZR1 runs lower spring rates than the Z06 to deliver a more compliant ride. Upgrade to the ZTK package, though, and the ride is about as stiff as a Z06 with the Z07 go-faster package. The performance kit also includes the Cup 2 R tires and the aero package with the front dive planes and picnic-bench rear wing that help the car generate more than 1,200 pounds of downforce at Vmax. The base car with the low-drag, low-downforce aero kit is the top-speed king capable of more than 215 mph. Chevy’s not saying where the ZTK-equipped car will run out of steam, but reaching 205 mph felt effortless during our right-seat ride along. Yes, really, we hit 205 mph.

All new ZR1s sacrifice the frunk storage space to appease the engine-cooling gods, and yet there’s no fan pulling air across the front heat exchangers. Instead, a vertical wicker on the hood creates a low-pressure pocket over the extractor that draws air through. Coupes get new rear glass that pays tribute to the second-generation split-window Corvette, plus two holes punched in the fender tops to feed cool air directly to the airboxes. New ducts just behind the large side scoops channel air to the rear brakes of both targa and convertible models.

Surprisingly, there are no active aero aids, which might be one reason the track-terror Porsche 911 GT3 RS manages to outdo the ZR1 with its 1,900 pounds of downforce. You can also count on the ZR1 being among the heaviest mid-engine cars on the market. Based on the dry weights Chevy provided, the lightest coupes should tip the scales with a curb weight of around 3,950 pounds while convertibles will likely be on the wrong side of the two-ton threshold. If history is any indicator, the standard magnetorheological dampers and carbon-ceramic brakes will scramble your brain in a way that makes you forget this fact any time you get behind the wheel. Carbon-fiber wheels that save 40 pounds will be offered as a standalone option with or without the ZTK package.

Fast Out of the Gate

Juechter tells us his latest ZR1 is so blindingly fast that it surprised even his engineers. On its first-ever lap of GM’s Milford Road Course, a C8 ZR1 prototype posted a quicker time than the finished C7 ZR1. “If you know anything about vehicle development, you have to crawl, walk, run, and you don’t get to big speed until late in the program,” he said. “This is the first time I can remember where, out of the box, the prototypes were faster than the production version of the car before it. Usually that doesn’t happen until late in the game.”

An early prototype also ran a sub-10-second quarter mile in its first run down the dragstrip. Chevy says it expects the finished car to make a pass in less than 9.7 seconds at 150 mph, but don’t be surprised when the ZR1 isn’t any quicker than the Z06 or the hybrid Corvette E-Ray to 60 mph. The rear-wheel-drive car is up against the limits of traction.

Hurry Up and Wait

New Corvette ZR1 deliveries don’t begin until about a year from now, in the middle of 2025. Chevy insists it isn’t revealing the car this early to draw out the tease. Rather, the company says it’s pulling the cover off the ZR1 now so the engineers can peel the camo off their prototypes. “This car, more than any Corvette we’ve ever done before, needs to have its final test work done without camouflage on it,” Juechter explains. “It’s so edge-of-the-envelope on aero balance, ultimate performance, heat exchangers, all the different aspects of cooling—we can’t really do that work with a bunch of [camo disguise] cladding all over the car. There comes a point in the program where we’ve got to reveal the car to the public so we can drive it around in public. We’re at the point right now. There’s still a fair amount of work to be done.”

This leaves us plenty of time to speculate about the price. When Chevy offered no guidance, we initially estimated a starting price around $180,000. Then we looked back at the 2019 ZR1, which opened at $122,095. Based on that, we think there’s a good chance the new ZR1 starts around $150,000, but even if it comes in higher, you won’t hear us complain. With these credentials, anything less than $200,000 will be a bargain.

See All 30 Photos

2025 Chevrolet Corvette ZR1 Specifications,

BASE PRICE, $150,000 (est)

LAYOUT, Mid-engine, RWD, 2-pass, 2-door targa or convertible

ENGINE, 5.5L/1,064-hp/828-lb-ft twin-turbo port- and direct-injected DOHC 32-valve V-8

TRANSMISSION, 8-speed twin-clutch auto

CURB WEIGHT, 3,950-4,050 lb (est)

WHEELBASE, 107.1 in

L x W x H, 185.9 x 79.7 x 48.6 in

0-60 MPH, 2.5 sec (MT est)

EPA CITY/HWY/COMB FUEL ECON, 10/17/12 mpg (MT est)

EPA RANGE, COMB, 225 miles (MT est)

**The 2025 Corvette ZR1 Was So Powerful, It Broke GM’s Dynos** By Keith Cornett - Jul 27, 2024

One of the characteristics of the new 2025 Corvette ZR1 is that it’s a torque monster. The big number is that the LT7 delivers 828 lb-ft of torque but what is really amazing about the car is that you’re getting 800+ lb-ft of torque from 3000 to 7000 RPM. In the ZR1 reveal video from Car and Driver with Carlos Lago, Executive Corvette Chief Engineer Tadge Juechter likens the feeling of the ZR1’s torque to being launched from an aircraft catapult.

Tadge and Carlos then get into a discussion about a time one of the early prototype engines was placed on the dyno. Before we get to that story, I am reminded of this early C8 rumor that we so wanted to believe back in the day. Maybe they were true…

In the run up to the C8 Corvette, we heard rumors of the early prototypes that were so powerful they twisted the body and broke the rear glass. Hagerty.com’s Don Sherman wrote this back in March of 2019 the following:  
  
The second issue is a structural distortion of the aluminum spaceframe experienced during testing a prototype equipped with the 900-1000 horsepower twin-turbo V-8. The twist in back was enough to fracture the glass hatch covering the engine. Be glad this flaw was discovered in advance of your top speed runs in Chevy’s designated Ferrari-beater.

That story relayed by Sherman was widely shared at the time, and also back in March 2019 we learned “the frame issue was solved long ago with the help of GM’s Cray Supercomputer which analyzed the frame structure and identified the areas that needed reinforcement. GM’s plans are to use just one chassis for all C8 models so now the base “Stingray” model will have the same reinforcements as the ZORA model.”

While we may be conflating two different events, it appears that rumors of the early high performance C8 prototypes breaking things was apparently true. Tadge confirms the story with Carlos that the early ZR1 prototypes were breaking GM’s dynos, and one time a prototype engine “escaped the dyno” after it broke its moorings. Tadge recounts the story here:  
  
“We’ve burned up a lot of dynos. We actually had to put in new dynos for the C7 for the 755 horsepower. Nobody ever imagined we’d be operating in that range, so we actually put in new dynos. And they were thinking, ‘oh these are good for a thousand [horsepower].’ Well, we turned out we needed more than that. So yeah, this engine ripped up the dynos pretty good. So there’s parallel development of the engine and the dyno infrastructure here at General Motors. In fact, one engine escaped the dyno. It tore itself off the stand, it became completely displaced, actually breaking its moorings and so we had to repair the dyno. The engine was fine…put it back on the dyno and continued our work. We had re-engineered a lot of the support systems for the engine.”  
  
Carlos says, “I bet your engine designer felt like a proud parent at that point,” and Tadge replies, “Right! Oh! High fives…you break the dyno!”

We queued up that part of this discussion here, but really, watch the entire conversation because this is a very remarkable Corvette and many tidbits of info are dropped. When Carlos asks Tadge if he was proud that this was the car he was going out on, Tadge called it a “mic drop.”

**Here’s Why The C8 Corvette ZR1 Doesn’t Have A Front Trunk** by Jonathan Lopez — Aug 1, 2024

The 2025 Corvette ZR1, the specs are impressive, with GM framing the new ZR1 as the fastest and most powerful production vehicle to ever wear the Corvette nameplate. All that power is matched with a long list of complementary bits and pieces, including new aero. Notably, the C8 Corvette ZR1 doesn’t have a front trunk, either.

For those readers who may be unaware, all three of the previous C8 variants (C8 Stingray, C8 Z06, and C8 E-Ray) feature a front trunk, which is essentially an open space in the nose of the vehicle that provides additional cargo room in the absence of a front-mounted engine (all C8 variants are mid-engined). The C8 Corvette ZR1, however, is different, and doesn’t include a front trunk.

The reason for this is down to the new aero treatment. Among the various aero enhancements introduced by the ZR1 is a flow-through hood, with air entering via the front grille and directed through the intercooler heat exchanger before exiting out the top of the hood, thus not only cooling the charge air temperature, but also increasing front-end downforce.

**2025 Corvette ZR1 Honors Retiring Executive Chief Engineer Tadge Juechter** by Trey Hawkins — Jul 26, 2024

Following the introduction of the high-performance 2025 Corvette ZR1, it’s hard to deny that America’s Sports Car has entered new territory with the C8 ZR1‘s bonkers 1,064 horsepower output. While it’s easy to get lost in all the noise of the reveal, General Motors has elected to celebrate the man who helped make this possible, Corvette Executive Chief Engineer Tadge Juechter.

After a total of 47 years with The General – 31 of which were dedicated to the Corvette – Juechter is set to retire this summer. As such, the Corvette ZR1 will commemorate Juechter’s contributions to the development of the Vette by placing a special graphic on the rear glass of the Corvette C8 ZR1 coupe.

“Tadge made our vehicles and our company better every day that he came to work, for nearly five decades, with his career culminating in the fastest, most powerful Corvette of them all,” GM President Mark Reuss remarked in a prepared statement. “ZR1, and all Corvettes that follow, will wear this symbol commemorating his immense contributions and celebrating his legacy forever.”

Moving forward, all 2025 Corvettes and beyond will feature this icon of appreciation. The graphic will be found on the front windshield glass and front tunnel reinforcement panel beneath every Corvette Stingray, Corvette Z06, Corvette E-Ray, and Corvette ZR1.

It’s worth noting that Zora Arkus-Duntov – the first Corvette Chief Engineer – is currently featured on all production Corvette windshields.

As a reminder, the 2025 Corvette ZR1 bursts onto the scene with world-beating capabilities. The twin-turbocharged 5.5L V8 LT7 gasoline engine develops 1,064 horsepower and 828 pound-feet of torque, making it the most powerful V8 powerplant ever produced in America from an automotive manufacturer. This output is good enough for a rip down the quarter mile in less than 10 seconds, as well as an estimated top speed of 215 mph.

If that wasn’t crazy enough, the all-new Corvette ZR1 is also available with the optional ZTK Performance Package, which includes a high-downforce rear wing, front dive planes, tall hood gurney lip, and underbody strakes. All told, this aero package is capable of producing more than 1,200 pounds of downforce.

**Stellantis CEO Threatens to Drop Unprofitable Brands**

CEO Carlos Tavares says that Stellantis "cannot afford to have brands that do not make money." By Fred SmithPublished: Jul 25, 2024 10:35 AM EDT

MARCO BERTORELLO//Getty Images

The automotive conglomerate known as Stellantis owns 14 different automotive brands — a number that would make pre-recession General Motors blush. It's a broad strategy that theoretically keeps the Stellantis group competitive in a wide variety of segments and markets ... but slipping profits in a disappointing first half of 2024 has group CEO Carlos Tavares considering a reduction in that broad swath of brands.

As the product of multiple mergers, the Stellantis portfolio includes a diverse variety of global brands — ones that heavily overlap with one another. Some are pairs that came into the conglomerate together, like Fiat and Lancia, Opel and Vauxhall, Peugeot and Citroen, and the trio of Chrysler, Dodge, and Jeep. Alfa Romeo and Maserati compete at different price points, but both offer a similar lineup of Italian performance sedans, crossovers, and coupes. Ram, Abarth, and DS Automobiles all represent relatively recent spin-offs of products from Dodge, Fiat, and Citroen respectively.

If individual companies within that portfolio are unprofitable, Stellantis could either choose to spin them off or shut them down entirely. The latter is a strategy that has not been seriously considered for a major American or European automotive brand since Mercury closed its doors in 2011, although brands like Opel and Vauxhall have avoided closure by selling to Stellantis in the first place. Holden, an Australian division of GM, is the only notable legacy auto brand to close its doors in recent years.

Tavares did not say what brands could end up on the chopping block. The executive told reporters that "if [individual brands] do not make money, we'll shut them down," but the brand's method of financial reporting does not indicate whether or not the majority of Stellantis brands return a profit. The company does not report individual results for any brand but Maserati, which suffered an $89 million adjusted operating loss to open 2023.

Stellantis is currently in the process of unveiling 20 new models over the course of 2024, but some companies have notably stale lineups. Two of the company's four American brands, Dodge and Chrysler, currently sell a combined three models in their home market. Dodge will make a leap forward when a wide variety of gas-powered and electric-powered Chargers hit the market later this year, but Chrysler still has not unveiled its announced upcoming crossover. Those older brands should be given an opportunity to rebuild, but relatively new companies like Abarth and DS may have a more difficult time justifying their existence.

**2025 Corvette Pricing Uncovered** by Jonathan Lopez Jul 24, 2024

The 2025 Corvette drops in as the sixth model year for the mid-engine C8, debuting a few small updates and changes compared to the preceding 2024 model year. Critically, those changes include new pricing, with the cost of entry for some 2025 Corvette models a bit higher than was the case for 2024. Now, GM Authority has uncovered the starting prices for all of the 2025 Chevy Corvette trim levels and configurations.

As was the case for the 2024 model year, the 2025 Corvette is available in three different variants, specifically the C8 Stingray, the C8 E-Ray, and the C8 Z06. Each of these variants is available in either a Coupe or Convertible body style, and each offers several different trim levels as well.

Critically, starting prices for the C8 Stingray are unchanged for the 2025 model year, while prices for the C8 E-Ray and C8 Z06 are $2,000 more expensive than they were previously. The entry-level 2025 Corvette is once again the Stingray 1LT Coupe, which is priced at $69,995, while the E-Ray starts at $108,595 for the 1LZ Coupe. Stepping up to the Z06 costs $113,795 for the 1LZ Coupe.

Check out the table below for all of the starting MSRP figures for the 2025 Corvette. Note that prices listed here include a destination freight charge of $1,695, which is unchnaged for the 2025 model year:

2025 Corvette Starting MSRPs

|  |  |  |
| --- | --- | --- |
| **Trim Level** | **Configuration** | **2025 MSRP + DFC** |
| Stingray 1LT | Coupe | $69,995 |
| Stingray 1LT | Convertible | $76,995 |
| Stingray 2LT | Coupe | $77,095 |
| Stingray 2LT | Convertible | $84,095 |
| Stingray 3LT | Coupe | $81,745 |
| Stingray 3LT | Convertible | $88,745 |
| E-Ray 1LZ | Coupe | $108,595 |
| E-Ray 1LZ | Convertible | $115,595 |
| E-Ray 2LZ | Coupe | $114,095 |
| E-Ray 2LZ | Convertible | $121,095 |
| E-Ray 3LZ | Coupe | $119,545 |
| E-Ray 3LZ | Convertible | $126,545 |
| Z06 1LZ | Coupe | $113,795 |
| Z06 1LZ | Convertible | $120,795 |
| Z06 2LZ | Coupe | $122,695 |
| Z06 2LZ | Convertible | $129,695 |
| Z06 3LZ | Coupe | $127,345 |
| Z06 3LZ | Convertible | $134,345 |

**What Exactly Makes an NHRA Funny Car Blow Up**

We asked championship-winning crew chief Dean "Guido" Antonelli of Ron Capps Racing, and he took us inside the belly of the beast that is an NHRA Funny Car.

By Mike PrysonPublished: Jul 26, 2024 5:57 PM EDT

Autoweek asked Ron Capps' crew chief and long-time tuner Dean "Guido" Antonelli what makes an NHRA Funny Car explode.

Turns out, the combination of gallons of nitromethane pumping through a dragster's motor that has damaged a cylinder (or multiple damaged cylinders) can lead to catastrophic failure.

Thankfully, explosions are rare, as Antonelli says, "Even when something goes askew, you lose that balance, and still 99 out of 100 times, you don't even see engine failure."

On June 23, the Chevrolet Camaro SS Funny Car of John Force blew up at Virginia Motorsports Park, near Richmond, resulting in a serious brain injury to Force.

Four weeks later, Ron Capps' Toyota GR Supra Funny car suffered a similar demise, exploding during the early stages of a peddlefest with Gary Densham at Pacific Raceways, near Seattle. Fortunately, Capps was unhurt.

So, what gives? What causes such catastrophic failures in these finely tuned NHRA dragsters?

Autoweek asked Capps' crew chief and long-time tuner Dean "Guido" Antonelli what he tells fans who ask, "What makes an NHRA Funny Car explode?' He gave us an earful.

Auto Imagry

Dean "Guido" Antonelli has helped Ron Capps win two NHRA Funny Car championships since becoming the team’s crew chief in 2021.

"I usually tell them we pour nitromethane in them," Antonelli said, matter of factly. "Nitromethane, obviously is a very reactive fuel. You don't even need flame to light it. You can light it with just pressure. I guess you could say it's semi-unstable."

Antonelli won't get any argument from Capps or Force about the semi-unstable part.

Antonelli, who got his start at John Force Racing in 1994, knows his stuff. One of the first things he'll tell you is don't blame the drivers when things go awry to the point of a car exploding, either.

Here's the anatomy of the Capps' explosion during last week's peddlefest with Densham, from a man who knows every inch of a Funny Car.

"So, in our case, I made a bad call that spun the tires. When you're in eliminations, and the other car has a similar situation, Ron, the driver, is trying to win. So both drivers are out there, beating on the throttle, pedalling it, and spinning the tires.  
  
"The motor has a fuel curve which is predetermined for a full power run with traction. While, when it spins, it's getting an increasing volume of fuel in it. It puts cylinders out because it has no load and a lot of fuel. When the cylinders go out, the boost goes up.

"On a regular run, even with traction, these things are tricky. You put a lot of fuel in them. You might miss the curve a little bit and put a cylinder out. Depending on what cylinder goes out, the boost will go up because the volume fill of the liquid isn't going to the next cycle, so there's less cubic air that it can take. The boost goes up in the other cylinders, which messes up with the fuel-to-air ratio that they would normally have, so they'll run a little hotter.

"And it depends which cylinder goes out. It has to do with the firing order and everything, how much it changes. On our car, with the double swap cam, if No. 5 goes out, at say two and a half seconds, the boost will go up three pounds. If it drops No. 1 at three seconds, the boost goes up three quarters of a pound. So, if it drops No.1 it's not as hard by the finish line on the other seven cylinders. But if it drops No. 5, it's going to beat on the other seven cylinders pretty hard because it's quite a bit more boost.

"So in our case, when it spun and Ron pedalled, it put a couple holes out. He peddelad it, trying to get it to re-hook up, put a could different holes out and re-lit some of them, and then pedalled it again, put a couple holes out. Even though it wasn't hooked up, the car was starting to gain steam and it was closing on Gary (Densham) and it had four cylinders out. Well, with four cylinders out, the boost was up eight pounds. And the four cylinders that are running are now carrying the load of what eight cylinders should do. That makes those four cylinders that are running really hot.

"Sometimes you get away with it. Sometimes you don't."

Alrighty, then.

Antonelli says he's been fortunate in that very few of his cars have blown up over the years. He says he has to go back to 2009 or 2010 when he was with JFR for the last time one of the cars he worked on exploded during a run.

Auto Imagry

Antonelli, right, has been working on NHRA Dragsters for three decades.

Just like he says not to blame the driver, it's probably not wise to blame it on a fatigued part still being used past its normal expiration date.

"It's unfortunate. It's scary," Antonelli said. "And it's not a fatigue deal with parts. The bigger teams have run counts on every part, and those counts are usually way on the safe side. There's some teams with lower budgets that might run parts a little longer. So, it's not like fatigue or the motor was a little out of skew or broke something.

"It's just when the boost goes up—it's no different than if the car was running eight cylinders and say I put 5% too much overdrive on it by mistake, say maybe the crew guys got the wrong pulleys or something. And if it just had 5% too much overdrive on it because of a pulley mistake, and it was hooked up and going down the track, it would blow up just like that by 200 or 300 feet."

See Capps' Car Explode

Video: Ron Capps Okay After Funny Car Explodes

Experience goes a long way in helping to make sure teams running on the edge know exactly where the edge is. It's a fine line with a Funny Car that runs on 16-gallon fuel tanks, burns maybe half of that in the pre-run staging and burnout, and then burns about four gallons of nitromethane in less than four seconds of a run.

"Over years of data and everything, you learn how to run them safe," he said. "Even when something goes askew and you lose that balance, still 99 out of 100 times you don't even

see engine failure. You might see a burnt piston or burn the chambers out of the heads or something like that.

"In this case, when it's that long on four cylinders, it's not going to come back."

**Corvette Racing at VIR: Another Sweep for Corvette Z06 GT3.R**

By Corvette Racing - Jul 22, 2024

Milner, Udell go back-to-back in Pro class at VIR; Sellers, Smithson take Pro-Am podium

ALTON, Va. (July 21, 2024) – DXDT Racing’s Tommy Milner and Alec Udell drove their way to another Pro-class sweep with the Chevrolet Corvette Z06 GT3.R in GT World Challenge America, including an overall victory at Virginia International Raceway.

Milner and Udell were overall victors in Saturday’s first 90-minute race and were second overall Sunday to cap another stellar weekend for the Pro-class Z06 GT3.R.

The VIR weekend was doubly sweet for DXDT Racing as Bryan Sellers and Scott Smithson recorded their first Pro-Am podium finish in the team’s No. 08 Corvette Z06 GT3.R and second of the season. The duo finished third in class Sunday to match their best result as a pairing.

The team spent the two days of testing and practice before Saturday morning’s qualifying exploring different setup options to find the optimal configuration for its two Corvettes, and that paid off with the Pro-class pole positions for Udell in Race One and Milner in Race Two.

Just as it did at COTA, the DXDT team executed perfectly in Saturday’s race with the third straight win for the No. 63 Corvette. Three full-course caution periods in the opening 35 minutes kept the field packed tight before Udell pitted from second in class and third overall with 49 minutes to go. Milner held the position once he got on track, and the team was rewarded for its pit strategy when a fourth full-course yellow bunched up the field again with the top two cars having yet to pit.

Milner inherited the lead with 40 minutes to go and led the rest of the way despite two restarts, including one with 10 minutes to go.

We love you @VIRNow   
  
It was another great day, with the #63 taking victory in the Pro class to make it 4 for 4 this season and the #08 finishing third to earn their first podium in the Corvette Z06 GT3.R!#DXDT // #GTWorldChAm // #GTVIR pic.twitter.com/09YvaR1Aoi

— DXDT Racing (@DXDTRacing) July 21, 2024

Sunday, Milner led from the outset until the race’s only full-course caution with 50 minutes to go. Udell rejoined second in the overall order but moved back to the class lead inside the final 20 minutes before finishing second overall.

Meanwhile, Sellers led Pro-Am early – the first time this season for the No. 08 Z06 GT3.R – and handed off to Smithson during the full-course yellow, as well. Smithson entered the race second in class and held off the fourth-place BMW for the better part of a half-hour to earn the podium finish.

DXDT Racing’s next event with the Corvette Z06 GT3.R in GT World Challenge is August 16-18 at Road America.

**What Is the Spirit of Le Mans? A Unique 1976 Chevrolet Corvette Endurance Racer** KJ Jones Writer, Photographer Jul 19, 2024

The story behind this wild-looking widebody C3 Chevy Corvette that stole French race fans’ hearts in 1976.

What’s the first car that comes to mind when you hear “24 Hours of Le Mans”—one of the most prestigious automobile races in the world, held at the 8.5-mile Circuit de la Sarthe near Le Mans, France?

OG aficionados of the 92-year-old endurance contest will probably cite Ferraris and Fords—of course—for their long, storied history (and bitter rivalry) at Le Mans. And today, the Toyotas, Cadillacs, Lamborghinis, and other machines of the Le Mans Hypercar class are the knee-jerk rage to talk about.

But, stepping down a notch (with all due respect to the Hypers, of course), we think the Le Mans Grand Touring Endurance (LMGTE Pro) class is a bit more appealing. Why? Because the category is exclusively for teams that run primarily in International Motor Sports Association (IMSA) competition, racing in cars that basically are hopped-up and brilliantly modified facsimiles of production Porsches (911 RSR), BMWs (Z4), Ferraris (488 GTE Evo), Aston Martins (V8 Vantage), etc., which can be bought at the brands’ respective dealerships.

See All 7 Photos

Chevrolet’s Corvette is also a major player in this category, with participation dating back to the 1960s. Corvette Racing, an actual team started in 1999 by General Motors and Pratt Miller, captured its first win in 2000, and has scored eight more victories since then.

See All 7 Photos

Several cars from this all-Vette race group are currently displayed in the Petersen Automotive Museum in Los Angeles, California, in a Corvettes in Competition exhibit that celebrates the vaunted American sports car and its accomplishments on road courses around the world. During our recent tour of this curation, one Vette stood out a little more than the others: Rick Mancuso’s 1976 “Spirit of Le Mans" (No. 76 as a nod to the U.S.’s bicentennial).

See All 7 Photos

What Is the Spirit of Le Mans?

With its unique custom widebody and Stars-and-Stripes paint scheme, the 1976 Chevy Corvette is often regarded as Greenwood Corvettes’ most famous work. Originally a convertible, the removable-top hot rod was built on a stock chassis lightened by engineer/driver John Greenwood specifically for IMSA GT racing and to compete in the 24 Hours of Le Mans.

The fiberglass body was designed with vented, flat-topped rear fenders to improve downforce (an estimated 1,000 pounds), and reduce lift caused by air beneath the chassis. The innovation was challenged by competitors and closely inspected by race officials but ultimately deemed legal for Le Mans. The same ruling was given to its belly pan/rear diffuser.

See All 7 Photos

See All 7 Photos

The Vette’s unique widebody, which French race fans called “Batmobile,” supports 15-inch wheels with 11-inch front and 17-inch rear widths. Front and rear coil-overs and Wilwood brakes were added for handling and to slow the beast down as necessary.

Performance came from a Kinsler cross-ram-fuel-injected 9.8-liter aluminum Chevrolet V-8 engine making an estimated 900–925 horsepower, with a Muncie four-speed manual transmission. At the time, the car weighed 2,885 pounds, and shot across the famed Mulsanne Straight at Le Mans with a top speed of 222 mph.

See All 7 Photos

With John at the wheel, the Corvette qualified ninth overall, but was forced to retire, after running only 29 laps, when fuel started leaking. Despite this disappointment, the Spirit of Le Mans had a tremendous positive impact on the French, and European race fans as a whole.

Mark Raffauf, IMSA’s senior director of competition, was at the 1976 race and recounts, “The Greenwood Corvette was the fastest car there that year and for years following, over all others including Group 6 prototypes. Though it did not finish, the car had a massive presence in real life, and it left a lasting mark there up to even today. It is an IMSA-created All-American GT car all the way!”

**Chevrolet Offers First Cash Rebate for 2024 Corvette Stingray, But You Must Own This Chevy Model** By Keith Cornett - Aug 1, 2024

We’ve been talking quite a bit over the last few months about how much the market has changed for the C8 Corvette Stingray. After roughly five years of heavy demand, we have finally reached the point where dealers are able to order the Stingray for inventory while also passing along significant savings to customers who purchase these cars off the lot.

As the C8 market has reached this tipping point, we’ve been waiting to see if Chevrolet would start to offer incentives on the car. We saw last month that the first “financing offer” for the Stingray was released. While the terms of that offer weren’t all that great, it was a start.

We have learned today that Chevrolet is now offering the first cash rebate for buyers of the 2024 Corvette, but of course that comes with strings attached. Chevy is making this offer specifically for current owners of Camaros. If you own a 2010 Camaro or later, you can receive a cash rebate of $2,500 when you purchase a new 2024 Corvette Stingray. You don’t have to sell or trade the Camaro, you only have to show that one is registered to you. As always, see your Chevrolet dealer for details.

While the scope of this rebate offer is very narrowly targeted to Camaro owners, were glad to see that these kinds of offers are finally available for the 8th generation of America’s Favorite Sports Car. One discount that Chevrolet has not yet offered for the C8 Corvette is Employee Pricing for those who work for General Motors. Hopefully we see that come through soon as well.

The 2024 model year was the last for Camaro and while it may come back as some sort of EV, we’re going to miss having the Camaro in Chevrolet’s vehicle lineup. Maybe we’ll soon see an offer of Malibu owners as those cars are going away after the 2025 model year as well.

**2nd rebate?**

**2024 Corvette Stingray Incentives/Rebates**

GM is now offering several exciting incentives for the 2024 Corvette Stingray:

* A cash rebate of $2,500 on 2024 Corvette Stingrays is available for current owners of 2010+ Camaros.
* A special financing rate for qualified buyers for 72 and 84 months.
* For those households that already have a lease, GM is offering up to $1,500 to lease a new 2024 Corvette Stingray.

**Top 10 Corvette Dealers – 2024 CYTD Sales Through July 31st**

By Keith Cornett - Aug 1, 2024

|  |  |  |  |
| --- | --- | --- | --- |
| **DEALER** | **LOCATION** | **JULY 2024 SALES** | **2024 CYTD SALES** |

|  |  |  |  |
| --- | --- | --- | --- |
|  |  |  |  |
| MacMulkin Corvette | Nashua, NH | 127 | 1057 |
| Ciocca Corvette | Atlantic City, NJ | 83 | 689 |
| Criswell/Mike Furman | Gaithersburg, MD | 45 | 339 |
| Bomnin Dadeland | Miami, FL | 27 | 275 |
| Les Stanford Corvette | Dearborn, MI | 25 | 242 |
| Stingray Chevrolet | Plant City, FL | 31 | 170 |
| Classic Chevrolet | Grapevine, TX | 16 | 131 |
| Coughlin Chevrolet | Pataskala, OH | 10 | 126 |
| Bomnin West Kendall | Miami, FL | 13 | 116 |
| Don Mealy Chevrolet | Clermont, FL | 19 | 112 |

**The Best AWD Sports Cars for 2024 and 2025 Road and Track**

By Amelia Nonemacher Published: Jul 31, 2024

Plenty of workaday cars and SUVs use all-wheel drive for better traction, and it's become more and more common across vehicle segments in the past few years. While rear-wheel drive is the traditional choice for sports cars, all-wheel drive can also be a tool to enhance acceleration, cornering, and track prowess in performance vehicles. If that wasn't already appealing, all-wheel drive (combined with the right tires, of course) means you can be more confident taking your sports car out in a wider variety of conditions and seasons. We've rounded up the best sporty AWD cars including rally-ready hatchbacks, sleek grand-touring cars, and eye-catching supercars. Ranked in order of lowest to highest price, these are the best sports cars available with all-wheel drive.

2024 Subaru WRX Base Price: $33,855

Enthusiasts might love to gently roast the Subaru WRX, but the truth is that it's a competent, affordable, do-it-all option that can impress as a track car, a daily driver, and a rally machine. With AWD standard in all models and a turbocharged 2.4-liter flat-four engine, it’ll handle just about anything you throw at it and have a great time doing it.

2024 Toyota GR Corolla Base Price: $37,635  
  
Speaking of rallying, the GR Corolla comes equipped ready for any terrain with a sophisticated all-wheel-drive system, a 300-hp turbocharged engine, Michelin Pilot Sport 4 tires, and a manual handbrake. For years, American enthusiasts were deprived of AWD performance hot hatchbacks, with the WRX STI dead and the GR Yaris unavailable in the U.S. We were thrilled when we found out the GR Corolla was coming to the U.S., and the driving experience doesn't disappoint thanks to the AWD system's variable torque split and the one-choice-only manual transmission for maximum driver-car connection.

It Might Be about to Score an Automatic Transmission

2024 VW Golf R Base Price: $46,890

The VW Golf R’s responsive turbo-four engine, six available drive modes, and 12.9-inch infotainment display bring an elevated finish to the fun and performance of a hot hatchback. Its 315-hp 2.0-liter inline-four engine is paired with either a dual-clutch automatic or a six-speed manual transmission. Although 2024 will sadly be the last model year to offer the manual, we’re looking forward to exciting changes coming in 2025.

2025 BMW M240i xDrive Base Price: $53,275

When it comes to speed and sporty looks on a mid-level budget, it's tough to beat the BMW M240i. With a turbocharged 3.0-liter inline-six engine delivering 382 horsepower and 369 lb-ft of torque, the M240i delivers an enticing combination of comfort and performance, with even a bit of practicality mixed in thanks to its decently sized rear seat and trunk.

2025 BMW M4 Competition xDrive Price: $89,475

The BMW M2 is the most nimble and engaging of today's BMW M high-performance two-doors. But it's offered only with rear-wheel drive, while the BMW M4 offers the option of all-wheel drive in the Competition model. It costs a lot more than the M2, but the M4 offers a slightly roomier interior, that controversial double-kidney grille, and the option for a convertible model (pictured). For 2025, BMW bumped up the power output by 20 hp for all-wheel-drive models specifically, bringing the turbo 3.0-liter inline-six to 523 hp.

2025 Chevrolet Corvette E-Ray Price: $108,595

The E-Ray is the first Corvette with all-wheel drive and the first Corvette hybrid, and both additions make the E-Ray well worth the six-figure price tag. In our experience, the hybrid system serves to improve acceleration, efficiency, and performance without being distracting. Compared to European competitors from Porsche, Ferrari, and McLaren, the E-Ray does more with less, in true Corvette fashion.

2024 Nissan GT-R Price: $122,985

Though we’ll be saying goodbye to Nissan’s beloved sports car as production on the R35 generation sunsets in October, there’s still plenty to enjoy in the GT-R. With nimble handling and a twin-turbo 3.8-liter V-6 providing 565 horsepower and 467 pound-feet of torque, a dual-clutch automatic transmission, and monstrous acceleration, the GT-R earns every inch of its Godzilla nickname. As the end of its 17-year run approaches, there’s never been a better time to familiarize yourself with the GT-R and its performance legacy.

2024 Mercedes-AMG GT / SL Base Price: GT 55 Coupe ($136,050) / SL 55 Roadster ($152,850)

The AMG GT and SL are two sides of a luxury performance coin: the GT coupe, softened compared to previous incarnations, still retains a bit of sporty edge balanced by the SL convertible’s slight luxury polish. Both are set up to be an absolute blast, and AMG's 4Matic+ all-wheel-drive system comes standard on all but the base turbo-four-powered SL 43. The 55 and 63 models have a twin-turbo 4.0-liter V-8 engine generating between 469 and 577 horsepower, and there's a hybrid S E Performance variant with a whopping 805 hp.

GT 63 Isn't the Perfect Performance PHEV, But It's Close

2025 BMW M8 Competition Price: $140,975

If you’re looking for a luxury vehicle capable of both comfortable grand touring and show-off speed and power on the track, the M8 is for you. Its xDrive all-wheel-drive system offers 4WD, 4WD Sport, and 2WD modes, with the latter serving as a de facto drift mode. While the 617-hp, V-8-powered M8 Competition is more of an easy jack-of-all-trades than a master of either road or track (pun not intended), it’s still a great choice if you’re looking for flexibility. It Sounds a Lot Better with a Titanium Exhaust

2025 Porsche 911 Base Price: $174,695 (Carrera 4 GTS) / $199,195 (Turbo) / $232,395 (Turbo S)

The Porsche 911 is so legendary it hardly needs an introduction. But we’ll give it one anyways: With a legacy of over six decades of excellence, the 911 is arguably the quintessential modern sports car. The new 2025 models continue to push the industry forward with balanced, dynamic handling, impressive power, and endless fun. They’ve also got newly available hybrid setups in certain models, with all-wheel-drive available in multiple variants and body styles. So far, the only AWD 911s we know about for 2025 are the hybrid Carrera 4 GTS (offered in coupe, targa, and convertible forms) and the massively powerful Turbo and Turbo S. But we expect more trims to trickle out through the course of the model year.

2024 Lamborghini Huracán Price: $283,467 (Sterrato) / $308,734 (EVO Spyder)

Don’t get us wrong—the Huracán’s all-wheel-drive system is incredible, paired with a seven-speed dual-clutch automatic transmission and happy to handle anything you throw at it. But it’s probably the last thing you’ll be thinking about while driving the car. Its 610-hp 5.2-liter V-10 provides sensational acceleration, and the flashy styling and roaring exhaust ensure that you'll capture the attention of anyone else on the road. Whether you’re turning heads in the EVO Spyder or thrashing off-road courses in the lifted Sterrato (pictured), the Huracán is the place to be if you want to forget about the practical capability of all-wheel-drive and focus on pure, stupid fun.

**Tadge Juechter: “Corvette ZR1 is the Most Expensive Corvette We’ll be Doing”** By Keith Cornett - Jul 31, 2024

Early on in the C8 rollout and before things got really screwed up by Covid, our friend Don Sherman of Hagerty.com released a supposed roadmap of C8 Corvette development that was reportedly sourced from leaked GM documents.

Within that article, Sherman outlined the release date, model and power figures for the next five versions of Corvettes. While it wasn’t exactly what GM has released (for example, what was called the Grand Sport became the E-Ray,) it has been pretty damn accurate so far.

You can see that list of models here for yourself:

Now that the 2025 Corvette ZR1 is out, and its 1,064 horsepower puts it at the top of the American V8 food chain, many (including us) are already speculating on what the C8 ZORA could do with the ZR1 V8 plus the E-Ray’s front electric motor.

But now, some new comments by outgoing Executive Corvette Chief Engineer Tadge Juechter has us rethinking all that. In a 2025 reveal video with Carlos Lago of Car and Driver, Tadge says the ZR1 is “the range topper” and it’s “the most expensive Corvette we’ll be doing.”

Here is that complete tidbit which appears around 15:35 in the video:  
  
The ZR1 in last three generations represented the best of everything. You know, what’s the best car we can do for as broad a range of people who can afford a car like this, and it’s not cheap. I mean you get a lot for what you pay, but it’s not a cheap car. As the range topper, it’s the most expensive Corvette we’ll be doing. Yeah, you want to give people exactly what they want. So, we haven’t always offered convertible versions of our most potent cars. In this case, the C8…we’re able to do that, and so pretty much all the bells and whistles that you would expect on a luxury GT, you know you can get this on the one of the most powerful cars ever produced.” [Bold Emphasis Mine]

We have to agree that traditionally the ZR1 has always been the top dog in the Corvette lineup after it was brought back in the C4 generation, and that remained true for both C6 and C7 versions as well. We always thought the Zora model might be the exception to that tradition, but only because of how Zora Arkus-Duntov was used as a mascot in the development of the mid-engine C8. Whether it was from the “Zora heads” that the team used to allow access to GM’s skunkworks to the Zora Easter Eggs that are now on the production cars, it seemed like a no brainer that GM would be paying homage to the first Corvette chief engineer with a namesake C8 model.

Since the ZR1’s release, we’ve been hearing that GM still has a Zora model planned. In fact, recent spy photos appear to show a Corvette ZR1 prototype with the E-Ray’s vertical cooling radiator mounted up front, so something is happening there with the eAWD system on the ZR1-style widebody. Also in the back of our minds is the rumored Grand Sport as well, which may or may not be already running around on the streets of Detroit.

With the C8 generation expected to run through the 2029 model year at the latest, we can’t see the Corvette Engineering team stopping with the “range topping” ZR1 when there are still three to four years left of C8. Buckle up and stay tuned, because we think this time period may still offer a surprising reveal or two.

**You Heard it Here First: The 2026 C8 Corvette Zora Will Make 1,224\* Horsepower!** By Alex Sommers - Jul 28, 2024

Chevrolet’s complete lineup of eighth-generation Corvettes is almost complete! The Bow Tie Brand just dropped a twin-turbo, double middle finger bomb on the performance car establishment in the latest vehicle to wear the vaunted ZR1 badge. But even that shining accomplishment isn’t enough for the one-two punch of retiring and newly crowned Corvette Chief Engineers.

As far as we know, there is one, even greater model left in the pipeline. We in the media have been referring to it as “Zora” for years in honor of the inexplicably cool first name of another former engineering figurehead of the greatest model in American automotive history. This – still mythical – beast is set to marry the ZR1’s “unthinkable” 1,064 horsepower twin-turbo flat-plane LT7 V8 with the “electrified” front axle of the groundbreaking E-Ray.

By simply employing the third “R of education” in my late high school math-teaching Grandad’s favorite education joke (that’d be reading, ‘riting, and ‘rithmetic), we are now in possession of the final puzzle piece to fully glean the Zora’s baseline numbers!

After combining the RWD ZR1’s four-digit horsepower and 828 lb-ft. and the 160 ponies and 125 torques of the E-Ray’s front-mounted battery pack/AC motor, we end up with an astounding 1,224 HP and 953 glorious lb-ft. of torque – without any additional tuning\*!

On top of that, we can also surmise that the somewhat hefty Zora will push down on the scale with around 3,970 lbs. after adding the E-Ray’s 300 lb. advantage over the Z06 to the ZR1’s stouter 3,670 lbs. This leaves us with an astounding weight-to-power ratio of 3.24 lbs. per pony in the AWD Zora (we can’t wait to see one of these bad boy’s launch!)! Compare that to 3.44 of the ZR1, 5.27 in the Z06, 6.05 for the E-Ray, and 4.79 for the C7 ZR1!

We’ll be sure to keep you posted as these numbers come closer to fruition, but one thing is for sure: it’s an incredibly exciting time to be a fan of America’s Sports (Super, and now Hyper) car!

**Some 2024 Corvette Need Body Control Module Reprogramming**

by Trey Hawkins — Jul 30, 2024

General Motors has released a Service Update for certain units of the 2024 Corvette due to an issue with the Body Control Module (BCM).

According to Service Update N242456100, select examples may have a condition where the Body Control Module software prevents over-the-air (OTA) updates from proceeding past the install step. To rectify this issue, certified GM technicians will be instructed to inspect affected vehicles and reprogram the BCM software as necessary. This fix should take techs less than one hour to perform.

It’s worth noting that it’s currently unclear how many units are affected by this issue.

**Here Are All The 2025 Chevy Corvette ZR1 Paint Colors**

by Rhian Hunt — Jul 30, 2024

Debuting the most powerful production variant of the Chevy Corvette ever to burn rubber on U.S. roads, the 2025 Chevy Corvette ZR1 had the sheets pulled on its details just a few days ago in late July by GM. Now, GM Authority is taking a closer look at the exterior paint colors available on this hard-charging Vette model.

The 2025 Corvette ZR1 will have the following 10 exterior paint colors available to order, with relevant color codes listed in parenthesis:

Torch Red (GKZ)

Sebring Orange Tintcoat (G26)

Sea Wolf Gray Tintcoat (GXA)

Riptide Blue Metallic (GJV)

Red Mist Metallic Tintcoat (GPH)

Rapid Blue (GMO)

Hysteria Purple Metallic (GXL)

Competition Yellow Tintcoat Metallic (GBK)

Black (GBA)

Arctic White (G8G)

Notably, the 2025 Chevy Corvette introduces significant changes to the vehicle’s available palette of colors. Three new colors have been added for the new model year, including Sebring Orange Tintcoat – a reintroduction of a color last offered in 2021 – Competition Yellow Tintcoat – borrowing a name from a Chevy Corvette C4 paint – and the all-new Hysteria Purple Metallic.

Meanwhile, seven paint colors are on the chopping block for removal from the lineup, including the following:

Accelerate Yellow Metallic (GD0)

Amplify Orange Tintcoat (GC5)

Cacti Green (GVR)

Carbon Flash Metallic (GAR)

Ceramic Matrix Gray Metallic (G9F)

Hypersonic Gray Metallic (GA7)

Silver Flare Metallic (GSJ)

**Here's Every New Electric Vehicle Model for Sale in the U.S. for 2024**

Range, efficiency, and base price: This guide will help you decide on the EV that works best for you.

By Drew Dorian, Austin Irwin, Alex Nishimoto, Nick Kurczewski and Scott Oldham Updated: Feb 26, 2024

Audi e-tron GT Base price: $107,995 EPA fuel economy, combined/city/highway: 85/85/85 MPGe EPA combined range: 249 miles

Audi Q4 e-tron Base price: $50,995 EPA fuel economy, combined/city/highway: 103/112/94 MPGe EPA combined range: 265 miles

Audi Q8 e-tron Base price: $75,595 EPA fuel economy, combined/city/highway: 81/80/83 MPGe EPA combined range: 285 miles

BMW i4 Base price: $53,195 EPA fuel economy, combined/city/highway: 120/122/119 MPGe EPA combined range: 276 miles

BMW i5 Base price: $67,795 EPA fuel economy, combined/city/highway: 105/104/105 MPGe EPA combined range: 295 miles

BMW i7 Base price: $106,695 EPA fuel economy, combined/city/highway: 90/87/95 MPGe EPA combined range: 321 miles

BMW iX Base price: $88,095 EPA fuel economy, combined/city/highway: 83/83/82 MPGe EPA combined range: 307 miles

Cadillac Lyriq Base price: $58,590 EPA fuel economy, combined/city/highway: 88/95/82 MPGe EPA combined range: 314 miles

Chevrolet Blazer EV Base price: $53,195 EPA fuel economy, combined/city/highway: 96/103/88 MPGe EPA combined range: 279 miles

Chevrolet Silverado EV

Base price: $79,800 EPA fuel economy, combined/city/highway: 63/67/59 MPGe

EPA combined range: 450 miles

Faraday Future FF 91 Base price: $310,000 est. EPA fuel economy, combined/city/highway: N/A EPA combined range: N/A

Fiat 500e Base price: $34,095 EPA fuel economy, combined/city/highway: N/A

EPA combined range: N/A

Fisker Ocean Base price: $41,437 EPA fuel economy, combined/city/highway: 92/99/84 MPGe\* EPA combined range: 360 miles\*

Ford F-150 Lightning Base price: $57,090 EPA fuel economy, combined/city/highway: 68/76/61 MPGe\* EPA combined range: 240 miles\*

Ford Mustang Mach-E Base price: $45,940 EPA fuel economy, combined/city/highway: 103/110/96 MPGe EPA combined range: 250 miles

Genesis Electrified G80 Base price: $75,625 EPA fuel economy, combined/city/highway: 97/105/89 MPGe EPA combined range: 282 miles

Genesis Electrified GV70 Base price: $67,800 EPA fuel economy, combined/city/highway: 91/98/83 MPGe EPA combined range: 236 miles

Genesis GV60 Base price: $53,350 EPA fuel economy, combined/city/highway: 112/125/99 MPGe EPA combined range: 294 miles

GMC Hummer EV Pickup Base price: $98,845 EPA fuel economy, combined/city/highway: 53/59/48 MPGe EPA combined range: 314 miles

GMC Hummer EV SUV Base price: $98,845 EPA fuel economy, combined/city/highway: 53/59/48 MPGe EPA combined range: 314 miles

Hyundai Kona Electric Base price: $34,050 EPA fuel economy, combined/city/highway: 116/129/103 MPGe\* EPA combined range: 261 miles\*

Hyundai Ioniq 5

Hyundai

Competing with the likes of the Ford Mustang Mach-E, the Hyundai Ioniq 5 offers two different battery pack options and single-motor rear-wheel drive or dual-motor all-wheel-drive powertrain choices. The cheapest Ioniq 5 is the $43,175 SE trim, which comes standard with rear-wheel drive and a 58.0-kWh battery pack option that's good for 220 miles of driving range and 110 MPGe combined. If you want the most efficient Ioniq 5, you'll have to upgrade to the EV's available 77.4-kWh battery pack and avoid ticking the box for all-wheel drive. Opting for the larger capacity battery adds $2675 to the Ioniq 5 SE's base price, but nets it (as well as rear-drive Ioniq 5s in SEL and Limited guise, both of which come standard with the 77.4-kWh pack) an EPA-rated driving range of 303 miles and a combined fuel economy equivalency figure of 114 MPGe.

Base Price: $43,175

EPA fuel economy, combined/city/highway: 110/127/94 MPGe\*

EPA combined range: 220 miles

LEARN MORE ABOUT THE IONIQ 5

Hyundai Ioniq 6

Greg Pajo|Car and Driver

The Hyundai Ioniq 6 is among the most efficient electric vehicles out there. This, along with its quick charging speeds, reasonable pricing, and more than 360 miles of EPA-estimated driving range were just some of the factors that netted it our EV of the Year award for 2023.

Base price: $43,600

EPA fuel economy, combined/city/highway: 135/151/120 MPGe

EPA combined range: 240 miles

LEARN MORE ABOUT THE IONIQ 6

Jaguar I-Pace

Jaguar

Jaguar offers the 2024 I-Pace strictly in EV400 guise. As such, the all-wheel-drive electric SUV comes standard with a 90.0-kWh lithium-ion battery pack and two electric motors (one at each axle), which produce a total of 394 horsepower. This results in an SUV that can hit 60 mph in less than five seconds. The I-Pace is also a family-friendly vehicle, with seating for five, 25 cubic feet of rear cargo space, and a small front trunk.

Base price: $73,275

EPA fuel economy, combined/city/highway: 85/89/82 MPGe

EPA combined range: 246 miles

LEARN MORE ABOUT THE I-PACE

Advertisement - Continue Reading Below

Kia EV6

Kia

The EV6 sits above the Niro EV in Kia's lineup. Opting for the EV6 Light Long Range nets buyers a single rear-mounted motor and a 77.4-kWh battery pack, a combination good for 310 miles of driving range and a combined fuel economy rating of 117 MPGe. All-wheel drive is an available option, but the two-motor setup drops the vehicle's range relative to its rear-drive counterpart.

Base price: $43,975

EPA fuel economy, combined/city/highway: 117/136/100 MPGe

EPA combined range: 232 miles

LEARN MORE ABOUT THE EV6

Kia EV9

Kia Motors

The Kia EV9 is an all-electric three-row SUV that's about the same size as the gas-only Kia Telluride. It offers seating for six or seven passengers and ample cargo space behind the third row. The EV9 can be had in rear- or all-wheel drive. All-wheel-drive models get the larger 99.8-kWh battery as standard, which grants an EPA-estimated range of up to 280 miles. That battery is also available on the rear-drive Long Range model, where it nets 304 miles per charge. That usable range combined with an upscale interior, well-sorted ride and handling characteristics, and sprightly performance from the all-wheel-drive model make the EV9 a compelling choice for those looking for a battery-powered people mover.

Base price: $56,595

EPA fuel economy, combined/city/highway: 88/99/77 MPGe

EPA combined range: 230 miles

LEARN MORE ABOUT THE EV9

Kia Niro EV

Marc Urbano|Car and Driver

The Kia Niro EV offers considerable range, space, and style for a fair price. A 64.8-kWh battery pack powers the front-drive Niro EV, which has a 201-hp electric motor that pushes the little SUV to 60 mph in 6.7 seconds.

Base price: $40,975

EPA fuel economy, combined/city/highway: 113/126/101 MPGe

EPA combined range: 253 miles

LEARN MORE ABOUT THE NIRO EV

Lexus RZ

Michael Simari|Car and Driver

The Lexus RZ is a five-passenger electric SUV available in two different guises: the single-motor front-drive RZ300e and the dual-motor all-wheel-drive RZ450e, the latter of which offers additional performance but takes a noticeable hit in driving range. Whereas Lexus estimates the RZ300e returns an estimated 266 miles on a full charge, it pins the RZ450e's range at an estimated 220 miles.

Base price: $55,150

EPA fuel economy, combined/city/highway: 107/115/98 MPGe\*

EPA combined range: 220 miles\*  
\*2023 RZ450e

LEARN MORE ABOUT THE RZ

Lucid Air

Lucid Motors

The Lucid Air electric sedan has its sights set on the Tesla Model S. Even the base Pure model posts impressive numbers, with a single rear-mounted motor providing a healthy 430 horsepower and making possible a 4.3-second zero-to-60-mph sprint. The 10Best-winning Air Pure also comes standard with a 92.0-kWh battery pack good for an EPA-estimated range of 419 miles. Many other, more expensive versions are available with additional power and range, and the lineup tops out with the hugely powerful Sapphire performance model.

Base price: $78,675

EPA fuel economy, combined/city/highway: 137/140/134 MPGe

EPA combined range: 419 miles

LEARN MORE ABOUT THE AIR

Mercedes EQB

Michael Simari|Car and Driver

The EQB is Mercedes's entry-level electric SUV. It starts at less than $55,000 and is available in 250+, 300 4MATIC, and 350 4MATIC guises. The two-wheel-drive 250+ is the least expensive variant. The mid-level 225-hp EQB300 4Matic may be down on power compared to its 288-hp EQB350 kin, but it is more efficient and the EPA estimates the EQB300 will go around 15 miles further than the EQB350 on a full charge.

Base price: $53,900

EPA fuel economy, combined/city/highway: 101/104/98 MPGe\*

EPA combined range: 243 miles\*  
\*2022 EQB300 4MATIC

LEARN MORE ABOUT THE EQB

Mercedes EQE

Mercedes-Benz

The Mercedes EQE sedan is positioned as a battery-powered complement to the mid-size E-class. Four models are offered, including 350+, 350 4Matic, 500 4Matic, and performance-oriented AMG EQE. The 350+ is rear-drive and cranks out 288 horsepower, while the 4Matic models feature dual-motor all-wheel drive and make as much as 402 horsepower. The AMG EQE is on another level, with 617 horsepower and 701 pound-feet of torque on tap. The EQE sedan's quiet cabin and smooth ride should meet your expectations of a Mercedes, but other parts of the car, like the interior's overabundance of touch-based controls, might turn off long-time Mercedes customers.

Base price: $76,050

EPA fuel economy, combined/city/highway: 96/98/94 MPGe

EPA combined range: 298 miles

LEARN MORE ABOUT THE EQE

Mercedes EQE SUV

Mercedes-AMG

The Mercedes EQE SUV is based on the EQE sedan and is roughly equivalent in size and scope to the GLE-class midsize SUV. The EQE SUV's powertrain options mirror the EQE sedan's, ranging from 350+ to AMG EQE.

Base price: $79,900

EPA fuel economy, combined/city/highway: 74/77/71 MPGe\*

EPA combined range: 235 miles\*  
\*2024 AMG EQE SUV

LEARN MORE ABOUT THE EQE SUV

Mercedes EQS

Mercredes-Benz

Meet Mercedes's take on the electric luxury sedan formula: the EQS. Serving as the electric counterpart to the automaker's S-class flagship sedan, the EQS is currently available in rear-drive single-motor 450+ and all-wheel-drive dual-motor 450 and 580 4Matic guises. There's also a more powerful and driver-focused AMG-badged EQS. All variants of the EQS are technical triumphs, even if the model's jelly bean shape, muted driving experience, and overcomplicated infotainment system leave us a bit underwhelmed.

Base price: $105,550

EPA fuel economy, combined/city/highway: 96/95/98 MPGe

EPA combined range: 352 miles

LEARN MORE ABOUT THE EQS

Mercedes EQS SUV

Mercedes-Benz

Mercedes's growing lineup of EQ electric vehicles gained a flagship SUV last year. The blob-shaped EQS SUV is based on the EQS sedan and features many of the same futuristic features as that luxury car, including the massive Hyperscreen infotainment setup. The higher-profile EQS SUV isn’t quite as efficient as its stablemate, though, with the most efficient version—the EQS450+—netting 305 miles per charge and 85 MPGe combined.

Base price: $105,550

EPA fuel economy, combined/city/highway: 85/87/83 MPGe

EPA combined range: 305 miles

LEARN MORE ABOUT THE EQS SUV

Mini Hardtop Cooper SE

Mini

The small front-wheel-drive Mini Hardtop Cooper SE is powered by a single electric motor mounted under its hood that generates 181 horsepower and 199 pound-feet of torque. The battery pack is under the floor, which gives the Cooper SE a low center of gravity and preserves its cargo space. Alas, the battery pack's limited capacity nets the electric Mini an EPA-rated range of just 114 miles. Besides some small decor differences, the Cooper SE looks basically like every other Mini Hardtop model. Mini even left the gas-powered Hardtop Cooper S's hood scoop in place.

Base price: $31,895

EPA fuel economy, combined/city/highway: 110/119/100 MPGe

EPA combined range: 114 miles

LEARN MORE ABOUT THE HARDTOP COOPER SE

Nissan Ariya

Car and Driver

After years of carrying the electric torch all on its own for the Nissan brand, the Leaf hatchback finally has the new Ariya SUV to help shoulder the burden. The Ariya also offers a lot more driving range than the Leaf, with the SUV netting an EPA rating of up to 304 miles per charge. The Ariya's smooth looks and futuristic interior are compelling, but we’ve found the single-motor front-wheel-drive model to be a bit of a bore from behind the wheel. Luckily, a quicker dual-motor all-wheel drive version helps pick up the pace—but that model isn't as efficient as its front-drive counterpart.

Base price: $48,485\*

EPA fuel economy, combined/city/highway: 103/111/95 MPGe\*

EPA combined range: 304 miles\*  
\*2023 Ariya Venture+ FWD

LEARN MORE ABOUT THE ARIYA

Nissan Leaf

Nissan

Nissan sells two versions of its Leaf electric vehicle: the basic Leaf S, with a 40.0-kWh battery pack, and the Leaf SV Plus, which features a larger 62.0-kWh pack. While the lesser Leaf's combined 111 MPGe rating makes it the efficiency champ, its smaller battery pack means the model's driving range is a measly EPA-rated 149 miles. The Plus stretches that figure to 212 miles, albeit while returning a combined 109 MPGe, per the EPA.

Base price: $29,135

EPA fuel economy, combined/city/highway: 111/123/99 MPGe

EPA combined range: 149 miles

LEARN MORE ABOUT THE LEAF

Polestar 2

Polestar

The Polestar 2 looks more ordinary than insane, which was sort of the whole point behind the company's first EV, and sort of the whole style of minimalistic Scandinavian design. On the inside, however, things are hardly normal. The standard Polestar 2's guts are vegan—no, seriously. No animal products are used to make it. The Polestar 2 also uses Google's Android operating system, so its 11.2-inch infotainment touchscreen should look especially familiar to those with Pixel smartphones. Its minimalist looks highlight its varsity athlete performance. A refresh for 2024 sees the drive units of single-motor 2s move to the rear axle. Previously, the motor powered the front wheels of single-motor 2s. Dual-motor all-wheel-drive models receive a slight bump in output. The 2's EPA-estimated range also improves, with the single-motor model rated to go up to 320 miles on a full charge.

Base price: $53,500

EPA fuel economy, combined/city/highway: 115/124/106 MPGe

EPA combined range: 320 miles

LEARN MORE ABOUT THE 2

Porsche Macan Electric

Porsche

The 10Best-winning Porsche Macan gains a battery-electric sibling for 2024. The Macan Electric is its own model that shares no mechanical pieces with the gas-powered model. Two Macan Electric models will be offered initially: The 402-horsepower Macan Electric 4 and 630-horse Macan Electric Turbo, which Porsche claims can reach 60 mph in just 3.1 seconds. Both will utilize a dual-motor all-wheel-drive setup and a 95.0-kWh battery. EPA efficiency and range estimates are still forthcoming.

Base price: $80,450

EPA fuel economy, combined/city/highway: TBA

EPA combined range: TBA

LEARN MORE ABOUT THE MACAN ELECTRIC

Porsche Taycan

VIEW PHOTOSMichael Simari|Car and Driver

Porsche's entry in the electric sedan segment is the slick-looking Taycan (pronounced TIE-kahn, not TAY-can) sedan. The model is at its most efficient form in its base and GTS guises. The latter returns 83 MPGe combined, while the former nets 82 MPGe combined. With its 93.4-kWh battery pack, the GTS offers up to 246 miles of EPA-rated range—the best of the Taycan model line. The base car's 79.2-kWh pack, meanwhile, affords it just 206 miles of range.

Base price: $92,550

EPA fuel economy, combined/city/highway: 82/82/82 MPGe

EPA combined range: 206 miles

LEARN MORE ABOUT THE TAYCAN

Porsche Taycan Cross Turismo

Marc Urbano|Car and Driver

Porsche's Taycan EV line now includes a wagon body style with an off-tarmac twist. Dubbed the Taycan Cross Turismo, the off-road-oriented wagon benefits from a raised ride height, additional body cladding, and standard dual-motor all-wheel drive. Likewise, the Taycan Cross Turismo forgoes the sedan's base 79.2-kWh battery pack. Instead, the wagon comes exclusively with a 93.4-kWh unit. As a result, the entry-level Taycan 4 Cross Turismo offers an EPA-rated 235 miles of range—27 more than the more energy-efficient base Taycan sedan. While the Taycan 4 Cross Turismo's peak 469-hp ought to be plenty for most buyers, the model is also available in more powerful 4S, Turbo, and Turbo S trims, each of which makes a peak of 562, 670, and 750 horsepower, respectively.

Base price: $103,550

EPA fuel economy, combined/city/highway: 80/80/80 MPGe

EPA combined range: 235 miles

LEARN MORE ABOUT THE TAYCAN CROSS TURISMO

Porsche Taycan Sport Turismo

Porsche

Want the utility of the Taycan Cross Turismo minus the SUV-like body cladding? Then the Taycan Sport Turismo is the electric Porsche for you. Offered strictly in 590-hp GTS guise, the $142,850 Taycan Sport Turismo is arguably the best-looking (in our opinion at least) Taycan wagon trim. Its 80 MPGe combined nets the Sport Turismo an EPA-rated range of 233 miles.

Base price: $142,850

EPA fuel economy, combined/city/highway: 80/80/80 MPGe

EPA combined range: 233 miles  
  
LEARN MORE ABOUT THE TAYCAN SPORT TURISMO

Rivian R1S

Rivian

Although there are a number of electric SUVs on sale today, there are only a few such models available with three rows of seating. The Rivian R1S is one such option. No, it's not quite as efficient as, say, the Tesla Model X, but with a starting sum just a little north of $75,000, the R1S undercuts the base price of the big Tesla SUV by approximately $5000.

Base price: $76,700

EPA fuel economy, combined/city/highway: 63/65/60 MPGe\*

EPA combined range: 274 miles\*  
\*2024 R1S Quad-Motor w/ Large Battery and 20-Inch A/T Tires

LEARN MORE ABOUT THE R1S

Rivian R1T

Rivian

Complementing the Rivian R1S SUV is the company's R1T pickup truck. Like its SUV counterpart, the R1T comes standard with a 135.0-kWh battery pack. A larger capacity 149.0-kWh battery pack nets north of 400 miles of estimated range, but adds close to $20,000 to the bill.

Base price: $71,700

EPA fuel economy, combined/city/highway: 78/82/74 MPGe\*

EPA combined range: 352 miles\*  
\*2023 R1T Dual-Motor w/ Large Battery and 21-Inch Wheels

LEARN MORE ABOUT THE R1T

Rolls-Royce Spectre

Rolls-Royce

Rolls-Royce breaks into the EV set with the massive and lavish Spectre coupe. Power comes courtesy of a pair of electric motors that are good for a combined 577 horsepower and 664 pound-feet of torque, sums that help the large two-door reach 60 mph in 4.2 seconds. Inside, it's as opulent and quiet as you'd expect of a car with the Spirit of Ecstasy perched on its hood.

Base price: $422,750

EPA fuel economy, combined/city/highway: 81/77/86 MPGe

EPA combined range: 291 miles

LEARN MORE ABOUT THE SPECTRE

Subaru Solterra

Subaru

Subaru’s entry into the EV space is the Solterra SUV, a vehicle that Subaru developed jointly with Toyota (Toyota's version of this vehicle is called the bZ4X). The Solterra looks appropriately rugged with bulging plastic wheel arches. All-wheel drive is standard, but unlike other all-wheel-drive EVs, the Solterra isn’t particularly quick. It’s also not particularly generous with driving range either, with the EPA rating it at up to 227 miles per charge.

Base price: $46,615

EPA fuel economy, combined/city/highway: 104/114/94 MPGe

EPA combined range: 227 miles

LEARN MORE ABOUT THE SOLTERRA

Tesla Cybertruck

Caleb Miller|Car and Driver

The Tesla Cybertruck features a stainless-steel body with upright front and rear ends and a triangular profile view. Two models are available initially: the dual-motor Cybertruck AWD and tri-motor Cybertruck Cyberbeast. A rear-drive version is expected to arrive in 2025. Both the dual- and tri-motor models can tow up to 11,000 pounds and haul 2500 pounds. Inside, Tesla's minimalist interior design ethos first seen on the Model 3 carries over to the Cybertruck, which has a horizontally oriented 18.5-inch central touchscreen.

Base price: $81,000 est.

EPA fuel economy, combined/city/highway: TBA

EPA combined range: TBA

LEARN MORE ABOUT THE CYBERTRUCK

Tesla Model 3

Tesla

The Tesla Model 3 is a quick, sharp-handling sedan with attractive styling and enough interior space for your friends. It also offers plentiful driving range and impressive straight-line performance. A facelift for 2024 brings revised interior and exterior designs to Tesla's most affordable EV.

Base price: $40,630

EPA fuel economy, combined/city/highway: 132/138/126 MPGe\*

EPA combined range: 272 miles\*  
\*2023 Model 3 RWD

LEARN MORE ABOUT THE MODEL 3

Tesla Model S

Marc Urbano|Car and Driver

There were electric vehicles long before the Model S, but Tesla's flagship sedan is the one that proved efficient, fast, and attractive EVs are marketable to the masses. Introduced way back in 2012, the Model S remains as appealing as ever, from its sleek styling to its minimalistic interior. Its performance is still ahead of the industry that it dragged, kicking and screaming, into the EV business. Tesla has made improvements over the years, cranking up the hatchback's acceleration and range. Today, Tesla offers the Model S in either its dual-motor standard guise or tri-motor Plaid trim. The latter packs a combined peak of 1020 horsepower. That's enough grunt to scoot the pricier Plaid to 60 mph in 2.1 seconds.

Base price: $76,630

EPA fuel economy, combined/city/highway: 120/124/115 MPGe\*

EPA combined range: 405 miles\*  
\*2023 Model S

LEARN MORE ABOUT THE MODEL S

Tesla Model X

Tesla

Tesla is currently advertising two trim levels for its Model X SUV: the standard dual-motor model and the tri-motor Plaid trim. Both feature all-wheel drive and offer more than 300 miles of range, according to the EPA. A massive touchscreen infotainment system and breathtaking acceleration are also part of the Model X's appeal.

Base price: $81,630

EPA fuel economy, combined/city/highway: 102/107/97 MPGe\*

EPA combined range: 348 miles\*  
\*2023 Model X

LEARN MORE ABOUT THE MODEL X

Tesla Model Y

Tesla

Don't let the Tesla Model Y's looks fool you, because it's larger than it appears. At 187.0 inches long, the Y is 2.2 inches longer than a Honda CR-V. Its rounded design is right out of Tesla's playbook, sort of a cross between the Model 3 sedan and the Model X SUV. Currently, Tesla offers three Model Y trims: base, Long Range, and Performance.

Base price: $44,630

EPA fuel economy, combined/city/highway: 122/127/117 MPGe\*

EPA combined range: 330 miles\*  
\*2023 Model Y Long Range

LEARN MORE ABOUT THE MODEL Y

Toyota bZ4X

toyota

Unlike the Subaru Solterra, the Toyota bZ4X is offered with a front-wheel drive model that is slightly more efficient and delivers up to 252 miles of EPA-rated range. Otherwise, the Toyota and Subaru are almost indistinguishable in terms of performance, with even the more powerful all-wheel-drive models leaving us wanting relative to more powerful competitors. That said, the bZ4X's design certainly brings something to the table. Though not everyone will love it, no one can claim this Toyota EV is boring to look at.

Base price: $44,420

EPA fuel economy, combined/city/highway: 119/131/107 MPGe\*

EPA combined range: 252 miles\*  
\*2023 bZ4X

LEARN MORE ABOUT THE BZ4X

VinFast VF8

Marc Urbano|Car and Driver

The VinFast VF8 is a somewhat upscale five-seat electric SUV that looks the part thanks to an exterior design penned by Pininfarina. Unfortunately, those looks don't translate to a sporty or premium driving experience. Acceleration from the dual-motor powertrain is respectable, but the ride is bouncy and uncontrolled. The VF8's range was disappointing when it first launched, but it has since improved, with the SUV now netting an estimated 264 miles of driving range on a full charge.

Base price: $47,200

EPA fuel economy, combined/city/highway: 87/89/85 MPGe\*

EPA combined range: 207 miles\*  
\*2023 VF8 Eco

LEARN MORE ABOUT THE VF8

VinFast VF9

Vinfast

The VinFast VF9 is an electric three-row SUV that's roughly the size of a Kia Telluride. All VF9 variants come equipped with the same 402-horsepower dual-motor powertrain as the smaller VF8 Plus. Each VF9 also gets the same 123.0-kWh battery pack, which nets an EPA-estimated 330 miles of range in the Eco trim and 291 miles in the Plus.

Base price: $81,000

EPA fuel economy, combined/city/highway: 75/79/71 MPGe

EPA combined range: 330 miles

LEARN MORE ABOUT THE VF9

Volkswagen ID.4

Volkswagen

The entry-level Volkswagen ID.4 features a 62.0-kWh battery pack and a lone rear drive motor. It largely carries over unchanged for 2024. ID.4's with the optional 82.0-kWh pack receive a handful of tweaks to their powertrain and interior ergonomics. Range increases as well, and the most efficient model with the big pack is now EPA-rated to go 291 miles on a full charge.

Base price: $41,160

EPA fuel economy, combined/city/highway: 107/115/99 MPGe\*

EPA combined range: 209 miles\*  
\*2023 ID.4

LEARN MORE ABOUT THE ID.4

Volvo XC40 Recharge

VIEW PHOTOSVolvo

The Volvo XC40 Recharge is a battery-electric version of the brand's XC40 small SUV. The model has been available since launch exclusively in a dual-motor arrangement, but for 2024, Volvo adds a rear-drive single-motor option with 248 horsepower and an EPA-estimated range of 293 miles. The 402-horse all-wheel-drive model remains available.

Base price: $53,745

EPA fuel economy, combined/city/highway: 106/118/95 MPGe

EPA combined range: 293 miles

LEARN MORE ABOUT THE XC40 RECHARGE

Volvo C40 Recharge

Volvo

If the Volvo XC40 Recharge's boxy look doesn't do it for you, then maybe the C40 Recharge's swoopy shape will. What's more, the C40 Recharge is more efficient than its squarer counterpart. As a result, this coupe-like electric SUV nets an EPA-rated driving range of 297 miles—4 miles more than the rated range of the single-motor XC40 Recharge.

Base price: $54,895

EPA fuel economy, combined/city/highway: 107/118/96 MPGe

EPA combined range: 297 miles

**July 2024 Corvette Production Update** By Keith Cornett -

Aug 2, 2024

Now that we have started a brand-new month, let’s take a look at the Corvette Assembly Plant’s production stats from July to see how things went. For this review, we turn to Roger Kiel’s Unofficial Production Tracker which provides the approximate production figures for the three current C8s being produced: Stingray, Z06, and E-Ray.

During the month of July, we see around 1,926 new Stingrays, 860 Z06s, and 158 E-Rays produced for a total of 2,944. That’s not too shabby at all considering that the assembly plant workers had the first week of July off for the annual summer shut down and the July 4th holiday.

As far as VIN counts go, the final vin sequence numbers posted for July show that the Stingrays were at 28,244, the Z06 was at 8,900 and the E-Ray is 795. The grand total so far for the 2024 model year stands at 37,939. There are still five full weeks of 2024s to be produced until the model year ends on September 6th.

We have predicted that E-Rays will surpass 1,000 for its inaugural model year roll-out. We are still standing by that number and the current production cadence for E-Rays shows that shouldn’t be a problem. Since the plant reopened after its Summer Shutdown, we have been seeing E-Rays produced continuously each and every day. So yeah, we’re bullish on seeing more E-Rays before the end of the model year.

As for the Z06, with 8,900 produced so far in 2024 and combined with the 6,413 Z06s produced in 2023, there are now over 15,300 C8 Z06s now on the streets. For those buyers who got pushed to the side during the Z06s rollout by dealer adjustments and other crazy sales tactics, know that your time is coming sooner rather than later when you’ll be able to pick up a new Z06 at or below MSRP.

As for the Stingray, the damn has burst when it comes to incentives and rebates available. In early July, Chevrolet announced special financing rates for 2024 Stingrays and then this week we saw the first cash rebate made available to the 2024 Stingray. While the rebate was targeted at Camaro owners specifically, it’s most likely we will be seeing more of these in the future. We also had a $1,500 lease offer go out this week as well. If any of these offers are attractive for you, see your Chevrolet dealer for details.

**GM is Offering Reimbursement for C7 Grand Sport and Z06 Owners who Fixed their Cracked Wheels** By Keith Cornett -

Aug 2, 2024

One of the on-going sagas for owners of the C7 Corvette Z06 and Grand Sport is that it’s a known fact that the wheels that came with those cars had a propensity for cracking and breaking. For years, General Motors has shrugged off these requests for warranty repairs, stating that these issues were caused by impact damage with pot holes and other road debris. We’ve been covering these wheel cracks almost since day one and in fact there have been several class action lawsuits that were brought against GM specifically over the C7’s cracked wheels.

So imagine our surprise when we learned that letters were going to current or previous owners of C7 Corvette Z06s and Grand Sports about an extended warranty coverage and repair reimbursement program for those who have repaired their wheels. While GM is still not taking responsibility for the manufacture of these inferior wheels, it looks like they are offering a way for those customers who were impacted to possibly make a new claim for reimbursement against this program.

The letter says that for customers to be eligible for reimbursement under the program, you must have “Proof of Payment” that you paid to repair or replace a cracked or bent wheel on your Corvette within an extended warranty period of 4 Years/48,000 Miles from the New Vehicle Limited Warranty start date of your vehicle. The amount of the reimbursement depends on whether the repair or replacement was performed by a GM authorized dealer, the type of supporting documentation, and when the repair/replacement occurred.

The owner must submit a Proof of Payment which includes service records, receipts or invoices. They are also accepting canceled checks, payment card records or other bank record as “Proof of Payment.”

There are two types of Supporting Documentation that also must be submitted. The first type are service records, receipts, or invoices that state the wheel repair or replacement was performed for a bent or cracked wheel and there was no impact damage. If you don’t have any service records that support that, you can alternately offer a sworn statement under penalty of perjury by the owner saying the vehicle received a wheel repair or replacement for a bent or cracked wheel, and that to the best of your understanding that it was performed for reasons other than damage caused by impacts or road hazards.

The letter goes on to say that if you paid to repair or replace a bent or cracked wheel during the extended warranty period and you submit Proof of Payment plus supporting evidence from a GM authorized dealer, you will be reimbursed for 100% of your out-of-pocket costs. Should you not have the supporting evidence, but still submit Proof of Payment and the Supporting Affidavit, you may be eligible to receive an alternative remedy, but what that may be isn’t stated in the letter.

There is obviously a lot of legalese language in this letter, so govern yourselves accordingly! You have just 180 days to submit your claim and the deadline is January 25, 2025.

**Corvette Racing Celebrates 300th Global Start at Road America**

By Mitch Talley - Aug 4, 2024

You’re not getting older, you’re getting better.

We don’t usually think of that old saying when it comes to race cars, but it’s apropos for the Corvette Racing team, which seems to be improving by the day as it gets ready to make its 300th global start at the IMSA SportsCar Weekend at Road America.

The faces have changed over the decades since Corvette Racing arrived on the scene at the Rolex 24 at Daytona back in 1999, going on to win 115 races out of 255 IMSA starts and earn 14 manufacturer championships.

One driver has been a standout for the program, Antonia Garcia, who has been around for more than half of those 300 starts.

The milestones continue. New Corvette Z06 GT3.R scored its first @IMSA win at CTMP in July. Now this weekend at @roadamerica marks the Corvette Racing program’s 300th all-time start pic.twitter.com/fmrz1pEY2x

— Michelin Racing USA (@MichelinRaceUSA) August 1, 2024

And he doesn’t appear to be slowing down any. In fact, just three weeks ago, he and teammate Alexander Sims drove their No. 3 entry to the Corvette Z06 GT.3R’s first IMSA win at Canadian Tire Motorsport Park. This year marks the arrival of Chevrolet’s first GT3-homologated cars for customer teams in the IMSA WeatherTech SportsCar Championship, with two entries from Corvette Racing by Pratt Miller Motorsports in GTD Pro and another from AWA in GTD.

“When I heard about the 300th, I wondered how many of those I did,” Garcia said in an interview this week with speedsport.com.

In fact, since joining Corvette Racing in 2009, he’s made a whopping 153 starts.

“It all adds up – many championships, many races. I’m very proud of what I accomplished with Corvette Racing, and what they gave me to have such a great career with them,” he says.

“Now I’m one of the oldest guys in the team, and I see so many familiar faces around the paddock that have been part of Corvette Racing the whole time. That’s what makes the whole thing so successful – everything runs pretty smooth.”

#TBT Corvette Racing at Road America through the years.#Corvette #CRbyPMM pic.twitter.com/hV1AAjzmYw

— Pratt Miller Motorsports (@PrattMillerMS) August 1, 2024

Indeed, just Friday, Garcia had the fastest GTD Pro practice time at Road America with a time of 2 minutes, 5.369 seconds around the 4.048-mile track – with the big event set for Sunday afternoon.

Garcia makes no secret that he has always loved that track and always has fun there. “It’s a driver’s track, and you can make a difference.”

**Corvette Racing at Road America: Catsburg Leads Corvette 1-2**

By Corvette Racing - Aug 4, 2024

Pair of Z06 GT3.Rs sweep GTD PRO front row in try for second straight race win

ELKHART LAKE, Wis. (August 3, 2024) – Nicky Catsburg led a 1-2 effort in GTD PRO qualifying Saturday for Corvette Racing by Pratt Miller Motorsports at Road America with the team going for its second straight victory in the IMSA WeatherTech SportsCar Championship.

Catsburg qualified the No. 4 Chevrolet Corvette Z06 GT3.R on pole position and bested teammate Alexander Sims as the pair of first-year cars swept the front row for the second race in a row. It’s the season’s second pole position for Catsburg, who will team with Tommy Milner in Sunday’s two-hour, 40-minute sprint race.

Five GTD PRO cars, including both Corvettes, went under the previous class track record as Catsburg posted a best lap of 2:02.198 (119.255 mph). He was 0.194 seconds quicker than the No. 3 Corvette and Sims, who claimed pole position and the race win with teammate Antonio Garcia the last time out at Canadian Tire Motorsport Park three weeks ago.

It’s the fourth pole position of the IMSA season for the Corvette Z06 GT3.R and its eighth globally in its debut season. Catsburg previously was on pole at WeatherTech Raceway Laguna Seca, where he and Milner finished third in class.

A victory Sunday would be Corvette Racing’s ninth class victory at Road America and would come in the program’s 300th all-time start – 255 of them coming in IMSA.

In GTD, the No. 13 AWA Corvette Z06 GT3.R of Orey Fidani and Matt Bell will start 15th in class after Saturday’s qualifying. Bell and Fidani – who leads the IMSA Aiken Award standings for Bronze-rated drivers in GTD – will look to rebound from a DNF in the last race at CTMP when Fidani was knocked off-track.

The IMSA SportsCar Weekend race at Road America is scheduled for 2:10 p.m. CT on Sunday, August 4. The race will air on CNBC from 6-9 p.m. ET with live streaming on Peacock inside the United States and IMSA.com outside the U.S. IMSA Radio also will stream the call of the race at IMSA.com, XM 206 and SiriusXM Online 996.

CORVETTE RACING BY PRATT MILLER MOTORSPORTS POST-QUALIFYING DRIVER QUOTES

NICKY CATSBURG, NO. 4 CHEVROLET CORVETTE Z06 GT3.R – GTD PRO POLE-WINNER:  
  
“That was all I had! I have Sims as a teammate and the guy is crazy quick! So I really have to push hard. I feel like we really nailed the setup. Tyler (Neff) my engineer did a great job and made some suggestions right before qualifying. The car was mega. I only had to drive it around here, and it was a good lap. We got everything together and I’m super, super glad.  
  
“Road America is super challenging. I haven’t raced here but I did test here. So I know the track. It’s awesome and very old-school… one of the best in America. I’m super-happy to learn from my teammates. They are bringing me up to speed, so I’m very happy to be on pole.  
  
“I hope it’s our turn for a win! It was an awesome lap. The Corvette was really dialed in perfectly. Our team did a great job with the setup. This was a very nice lap and I’m very pleased. It’s super-cool that we have a 1-2 again. We had a 1-2 finish in Canada a couple of weeks ago, so it’s great to build on that and hopefully we can do it again here. It’s been a new car for us and we are continuing to learn. It’s getting better and better. We found something in Canada that is working well for us, so we’ve brought it here and it’s gone very well.”

ALEXANDER SIMS, NO. 3 CHEVROLET CORVETTE Z06 GT3.R – QUALIFIED SECOND IN GTD PRO:  
  
“I’m very happy. The session was good fun and the car was working really, really well. I made a mistake on my first proper push lap and went wide coming out of the Carousel. The tires were dirty starting the next lap so that compromised me a little bit. The lap after that was my best, but Nicky’s lap was absolutely brilliant. That’s a special lap from him. Well done to the whole team. It’s great to be alongside our teammates on the front row. It’s a perfect way to start the race, and I think we have sensible race pace as well.”

2024 WeatherTech SportsCar Championship Points  
  
GTD PRO Drivers Standings  
1. Laurin Heinrich/Seb Priaulx – 1955  
2. Ross Gunn – 1857  
3. Ben Barnicoat/Jack Hawksworth – 1835  
4. Alexander Sims/Antonio Garcia – 1774  
5. Bryan Sellers/Madison Snow – 1679  
6. Nicky Catsburg/Tommy Milner – 1676  
  
GTD PRO Teams Standings  
1. No. 77 AO Racing – 1955  
2. No. 23 Heart of Racing Team – 1857  
3. No. 14 Vasser Sullivan – 1835  
4. No. 3 Corvette Racing by Pratt Miller Motorsports – 1774  
5. No. 1 Paul Miller Racing – 1679  
6. No. 4 Corvette Racing by Pratt Miller Motorsports – 1676  
  
GTD PRO Manufacturers Standings  
1. Porsche – 2001  
2. Aston Martin – 1892  
3. Lexus – 1879  
4. Chevrolet – 1859  
5. McLaren – 1743  
  
GTD Drivers Standings  
1. Philip Ellis/Russell Ward – 2090  
2. Patrick Gallagher/Robby Foley – 1750  
3. Parker Thompson – 1648  
4. Mikael Grenier/Mike Skeen – 1521  
5. Albert Costa Balboa/Manny Franco – 1508  
12. Matthew Bell/Orey Fidani – 1283  
  
GTD Teams Standings  
1. No. 57 Windward Racing – 2090  
2. No. 96 Turner Motorsport – 1750  
3. No. 32 Korthoff/Preston Motorsport – 1521  
4. No. 34 Conquest Racing – 1508  
5. No. 12 VasserSullivan – 1455  
10. No. 13 AWA – 1283  
  
GTD Manufacturers Standings  
1. Mercedes-AMG – 2185  
2. Lexus – 1788  
3. Aston Martin – 1765  
4. Lamborghini – 1729  
5. Porsche – 1721  
9. Chevrolet – 1518

**Corvette Racing at Road America: Top-Fives in Wild Sprint**

By Corvette Racing - Aug 4, 2024

Fifth and sixth for Corvette Racing by Pratt Miller; season-best fifth in GTD for AWA

ELKHART LAKE, Wis. (August 4, 2024) – The Chevrolet Corvette Z06 GT3.R recorded top-five finishes in both GTD PRO and GTD on Sunday at the end of a chaotic IMSA SportsCar Weekend event at Road America.

The No. 3 Corvette Racing by Pratt Miller Motorsports entry of Antonio Garcia and Alexander Sims finished fifth in the GTD PRO class, with the AWA duo of Matt Bell and Orey Fidani matching that result for their best GTD finish of the season in their No. 13 Corvette Z06 GT3.R. The GTD PRO pole-sitting No. 4 Corvette of Nicky Catsburg and Tommy Milner placed sixth in the hectic race.

The two-hour, 40-minute contest looked more like a short-track race with six full-course caution periods. Two yellows inside the final hour worked against the three Corvette Z06 GT3.Rs, all of which looked to be in good shape on fuel strategy going into the final 70 minutes.

The first unlucky break against the Corvettes came on the opening lap as Sims went spinning from second place after contact from another GTD PRO car, a dive-bomb move that sent the No. 3 off-track and into the gravel. Recovery crews quickly pulled Sims back onto the track with minor damage to the suspension of the car.

That left class pole-sitter and leader Nicky Catsburg as the lone Corvette at the front of the field, and the No. 4 he shared with Tommy Milner led the first 10 laps before stopping for tires and fuel during the first caution period of the race. A handful of GTD PRO cars stayed out to jumble the running order, which put a greater premium on track position.

Both the No. 3 and No. 4 Corvettes attempted to manage their fuel usage across the final 75 minutes to regain the top positions, but two full-course yellows in quick succession alleviated all fuel concerns for the full GTD PRO field.

In GTD, Bell and Fidani were the day’s top movers by gaining 16 positions overall and 10 in class for their first top-five finish of the season. Fidani drove the first 46 minutes before Bell took over to the end. He was involved in multiple battles with other class competitors – five and six cars at a time – but stayed clean to the end.

The result meant that Fidani continues to lead the Bob Akin Award standings, with the season championship going to the top Bronze-rated, points-scoring driver.

The next race in IMSA for the Corvette Z06 GT3.Rs is the Michelin GT Challenge at Virginia International Raceway on August 23-25.

**C8 Corvette Trim Levels Explained** by Jonathan Lopez — Aug 6, 2024

Chevy just expanded the C8 Corvette lineup with the new C8 ZR1, offering up twin-turbocharged, four-figure horsepower and big aero as the latest range-topper of the bunch. The ZR1 joins three other variants of the mid-engine Corvette, including the C8 Stingray, the C8 Z06, and the C8 E-Ray, each of which offers multiple trim levels. Now, we’re providing a quick explainer on what the different trim levels mean.

Breaking it down, the trim levels for each C8 variant include a number followed by two letters. The trim level lineup for the C8 Stingray includes the 1LT, 2LT, and 3LT, while the C8 Z06 and C8 E-Ray trim level lineup includes 1LZ, 2LZ, and 3LZ. The ZR1 lineup includes 1LZ and 3LZ.

For each C8 variant, the higher the number, the better the equipment, whether it’s included as standard, or offered as optional. As an example, the C8 1LT and 1LZ trims are equipped with Bose Premium 10-speaker system (RPO code UQS), while the 2LT, 2LZ, 3LT and 3LZ include the Bose Performance Series 14-speaker system (RPO code UQH). As another example, only the 3LT and 3LZ trims offer the Custom Leather Wrapped Interior Package and Sueded Microfiber-Wrapped Upper Interior Trim Package (RPO code IWE), in addition to interior colorways such as Adrenaline Red Dipped, Natural Dipped, Tension Blue / Twilight Blue Dipped and Artemis.

One can think of it like this – if the trim level includes a “1”, it’s the Standard trim, while a “2” indicates a Preferred trim and “3” indicates a Premium trim.

2025 Chevrolet Corvette Trim Levels

Standard, Preferred, Premium

Sringray, 1LT, 2LT, 3LT

E-Ray, 1LZ, 2LZ, 3LZ

Z06, 1LZ, 2LZ, 3LZ

ZR1, 1LZ, -, 3LZ

Mechanically speaking, each trim level is more or less identical within each of the C8 variant lineups. All C8 Stingray units are equipped with the naturally aspirated 6.2L V8 LT2 gasoline engine, all C8 Z06 units are equipped with the naturally aspirated 5.5L V8 LT6 gasoline engine, all C8 E-Ray units are equipped with a hybrid setup matching the LT2 with an electric motor, and all C8 ZR1 units are equipped with the twin-turbocharged 5.5L V8 LT7 gasoline engine.

What’s more, all C8 variants ride on the GM Y2 platform, and every unit is produced at the GM Bowling Green plant in Kentucky. It should also be noted that all C8 Corvette models and trim levels are available in both a coupe and convertible body style.

**Corvette Racing Teams Bounce Back At Road America 2024**

by Alexandra Purcell — Aug 5, 2024

After a bumpy start to the two-hour, 40-minute sprint at Road America on August 4th, 2024, the Corvette Racing teams surged back to salvage decent finishes during the IMSA SportsCar Weekend event.

Antonio Garcia and Alexander Sims split duties behind the wheel of the No. 3 Corvette Z06 GT3.R during the hectic race, finishing fifth, while Nicky Catsburg and Tommy Milner drove the No. 4 Corvette to a sixth-place finish. Meanwhile, the No. 13 Vette of Matt Bell and Orey Fidani finished fifth in the GTD class. The race was riddled with caution periods due to various on-track incidents.

But it didn’t start out all that great for the Vette teams. The No. 3 Corvette Z06 GT3.R, driven by Sims at the time, spun from second place after contact from a competitor. Thankfully, the race car only sustained minor damage and was able to continue without issue. Catsburg, meanwhile, held steady at the front of the field, keeping his No. 4 Vette ahead of the pack, leading the first 10 laps and taking advantage of pit strategy to stay ahead. Fuel mileage became critical as the race neared its zenith, but two full-course cautions gave the Vette teams room to pit and breathe, eventually slotting in fifth and sixth.

“The first lap led to our whole race,” said Garcia. “The opening contact damaged the car somewhat, and from that point on we had to gamble on a different strategy, save fuel and do something different. In a way, it got us some positions but when it came time to fight at the end, the car wasn’t where it needed to be. We definitely tried to squeeze as much as we could out of it.”

In GTD, Bell and Fidani put on a show in their No. 13 Corvette Racing machine, picking up 16 positions overall and 10 in their class. Fidani continues to lead the Bob Akin Award standings, which will go to the season’s top Bronze-rated points-eligible driver.

“That was absolute chaos and a proper IMSA race!” said Bell. “There was some seriously dicey, proper GT racing going on and I loved every bit of it, to be honest.”

**Color Combo Overrides for the C8 Corvette. Which is Your Favorite?** By Keith Cornett - Aug 8, 2024

Chevrolet’s designers spent countless hours on determining which exterior colors of the C8 Corvette should be paired with available interiors and from this we get a list of recommended combinations of exteriors and interiors that you can order on your car. The Corvette Order Guide has a chart that shows these recommended colors and we’ll share that below.

But sometimes you come across non-standard combination and it just speaks to you. Can you still order it even though it’s not recommended? The good news is yes. For the most part, Chevrolet allows you to build your Corvette how you want, and if you deviate from these recommended color combos, you have to use the D30 Color Override option which adds an additional $695 to your order.

So you can order a car outside its recommended pairings, but should you? We’ve seen the good, the bad, and the ugly when it comes to D30 Overrides, and now you can too thanks to this new video from our friend Jeff ‘Zipity’ Duda from Ciocca Corvettes of Atlantic City. Over the last few months, Jeff has been cataloging some of the D30 orders that have come through the dealership, and so now you can check out some of these combos for yourselves on real cars vs the Chevy configurator.

Some of these examples are surprisingly good while others we can only shake our heads at. I will say that one of my favorite D30 overrides is Red Mist with the Tension Blue/Twilight Blue interior. That was my “Reverse Superman” build on one of my E-Ray visualizations and it was a contender for a brief moment in history. Let us know your favorite and the one that makes you hurl in the comments below!

From Zipity’s Garage via YouTube:  
  
Check out this video that showcases a dozen Corvette Color Override Combinations. We see special combinations with Torch Red – Sea Wolf Gray – Arctic White – Red Mist – Rapid Blue – Riptide Blue – Amplify Orange – Cacti Green and Accelerate Yellow. Check out the Z06’s, E-Ray’s and Stingray’s, plus an available Z06 for sale! Which is your favorite combination?

# Chevy Corvette Sales Remain Strong With 52 Percent Segment Share During Q2 2024

[2](https://gmauthority.com/blog/2024/08/chevrolet-corvette-sales-numbers-figures-results-second-quarter-2024-q2/#comments)

by [Vince Brown](https://gmauthority.com/blog/author/vince-brown/)

— Aug 9, 2024

### Chevrolet Corvette Sales - Q2 2024 - United States

In the United States, Chevrolet Corvette deliveries totaled 9,338 units in Q2 2024, an increase of about 2 percent compared to 9,125 units sold in Q2 2023.  
  
In the first six months of the year, Corvette sales increased about 5 percent to 17,914 units.

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| **MODEL** | **Q2 2024 / Q2 2023** | **Q2 2024** | **Q2 2023** | **YTD 2024 / YTD 2023** | **YTD 2024** | **YTD 2023** |
| CORVETTE | +2.33% | 9,338 | 9,125 | +5.20% | 17,914 | 17,029 |

### Chevrolet Corvette Sales - Q2 2024 - Canada

In Canada, Chevrolet Corvette deliveries totaled 1,292 units in Q2 2024, an increase of about 79 percent compared to 721 units sold in Q2 2023.  
  
In the first six months of the year, Corvette sales increased about 21 percent to 1,623 units.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **MODEL** | **Q2 2024 / Q2 2023** | **Q2 2024** | **Q2 2023** | **YTD 2024 / YTD 2023** | **YTD 2024** | **YTD 2023** |
| CORVETTE | +79.20% | 1,292 | 721 | +21.39% | 1,623 | 1,337 |

### Chevrolet Corvette Sales - Q2 2024 - Mexico

In Mexico, Chevrolet Corvette deliveries totaled 11 units in Q2 2024, a decrease of about 39 percent compared to 18 units sold in Q2 2023.  
  
In the first six months of the year, Corvette sales decreased about 26 percent to 35 units.

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| --- | --- | --- | --- | --- | --- | --- |
| **MODEL** | **Q2 2024 / Q2 2023** | **Q2 2024** | **Q2 2023** | **YTD 2024 / YTD 2023** | **YTD 2024** | **YTD 2023** |
| CORVETTE | -38.89% | 11 | 18 | -25.53% | 35 | 47 |

### Chevrolet Corvette Sales - Q2 2024 - Brazil

In Brazil, Chevrolet Corvette deliveries totaled 34 units in Q2 2024, an increase of about 70 percent compared to 20 units sold in Q2 2023.  
  
In the first six months of the year, Corvette sales increased about 73 percent to 57 units.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **MODEL** | **Q2 2024 / Q2 2023** | **Q2 2024** | **Q2 2023** | **YTD 2024 / YTD 2023** | **YTD 2024** | **YTD 2023** |
| CORVETTE | +70.00% | 34 | 20 | +72.73% | 57 | 33 |

### Competitive Sales Comparison (USA)

The dominance of [Chevy Corvette](https://gmauthority.com/blog/gm/chevrolet/corvette/) sales continues, though competitors made solid gains in Q2 2024 when ranked by sales volume. The Bow Tie brand’s [mid-engine](https://gmauthority.com/blog/gm/chevrolet/corvette/mid-engine-chevrolet-corvette/) sports car has commanded the premium sports cars space for well over a dozen years now since we started [tracking Chevy Corvette sales](https://gmauthority.com/blog/gm/chevrolet/corvette/chevrolet-corvette-sales-numbers/).

Chevy Corvette sales led with a two percent bump for 9,338 deliveries, followed by the Porsche’s two entries in second and third place. The 911 (née Carrera/Targa) saw a 53 percent jump in sales to 4,790 units, and the 718 (née Cayman/Boxster) posted a 14 percent upswing to 1,315 units. The two Mercedes-Benz models were next in fourth and fifth, with the AMG GT coupé posting a 47 percent swell to 1,046 units. The SL-Class roadster, also produced by the automaker’s AMG division, saw a 40 percent drop to 651 units. AMG’s all-new flagship is likely being impacted by a generational changeover. The Lexus LC placed sixth with a 21 percent uptick to 473 units. The Jaguar F-Type took seventh with a nine percent increase to 228 units, and the Audi A8 was eighth with a six percent decrease moving 85 units. Finally, the Nissan GT-R remained last with 74 deliveries – the exact same number as a year ago.

### Sales Numbers - Premium Sports Cars - Q2 2024 - USA

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **MODEL** | **Q2 24 / Q2 23** | **Q2 24** | **Q2 23** | **Q2 24 SHARE** | **Q2 23 SHARE** | **YTD 24 / YTD 23** | **YTD 24** | **YTD 23** |
| CHEVROLET CORVETTE | +2.33% | 9,338 | 9,125 | 52% | 57% | +5.20% | 17,914 | 17,029 |
| PORSCHE 911 | +52.55% | 4,790 | 3,140 | 27% | 20% | +18.94% | 6,720 | 5,650 |
| PORSCHE 718 | +14.15% | 1,315 | 1,152 | 7% | 7% | -7.21% | 2,112 | 2,276 |
| MERCEDES-BENZ AMG GT | +47.12% | 1,046 | 711 | 6% | 4% | +29.78% | 1,752 | 1,350 |
| MERCEDES-BENZ SL-CLASS | -39.89% | 651 | 1,083 | 4% | 7% | -57.42% | 852 | 2,001 |
| LEXUS LC | +20.66% | 473 | 392 | 3% | 2% | +17.09% | 966 | 825 |
| JAGUAR F-TYPE | +9.09% | 228 | 209 | 1% | 1% | -0.35% | 570 | 572 |
| AUDI R8 | -5.57% | 85 | 90 | 0% | 1% | +42.25% | 266 | 187 |
| NISSAN GT-R | 0.00% | 74 | 74 | 0% | 0% | -30.41% | 151 | 217 |
| **TOTAL** | **+12.67%** | **18,000** | **15,976** |  |  | **+3.97%** | **31,303** | **30,107** |

The Corvette earned a majority of sales here with a 52 percent segment share, down five percentage points year-over-year. The 911 posted a 27 percent share, up seven percentage points, and the 718 maintained a seven percent share. Once again, the 911 was the only model other than the Corvette to earn a double-digit segment share. The AMG GT held a six percent share, up two percentage points, while the SL-Class posted a four percent share, down three percentage points. The LC earned a three percent share, up one percentage point, and the F-Type maintained a one percent share. Segment share of both the R8 and GT-R was nil.

Combining Porsche’s two entries, the 911 and 718 lines, gave the German automaker a 34 percent segment share for 6,105 deliveries.

### Sales Numbers - Porsche Sports Cars - Q2 2024 - USA

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **MODEL** | **Q2 24 / Q2 23** | **Q2 24** | **Q2 23** | **YTD 24 / YTD 23** | **YTD 24** | **YTD 23** |
| PORSCHE 911 | +52.55% | 4,790 | 3,140 | +18.94% | 6,720 | 5,650 |
| PORSCHE 718 | +14.15% | 1,315 | 1,152 | -7.21% | 2,112 | 2,276 |
| **TOTAL** | **+42.24%** | **6,105** | **4,292** | **+11.43%** | **8,832** | **7,926** |

The two Mercedes-Benz entries, the AMG GT and AMG SL-Class, combined to give the German automaker a 10 percent segment share with 1,697 sales.

### Sales Numbers - Mercedes-Benz Sports Cars - Q2 2024 - USA

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **MODEL** | **Q2 24 / Q2 23** | **Q2 24** | **Q2 23** | **YTD 24 / YTD 23** | **YTD 24** | **YTD 23** |
| MERCEDES-BENZ AMG GT | +47.12% | 1,046 | 711 | +29.78% | 1,752 | 1,350 |
| MERCEDES-BENZ SL-CLASS | -39.89% | 651 | 1,083 | -57.42% | 852 | 2,001 |
| **TOTAL** | **-5.41%** | **1,697** | **1,794** | **-22.29%** | **2,604** | **3,351** |

The premium sports car segment grew 13 percent to an even 18,000 units during Q2 2024, meaning that Chevy Corvette sales underperformed the segment average.

### The GM Authority Take

While [C8 Chevy Corvette](https://gmauthority.com/blog/gm/chevrolet/corvette/chevrolet-corvette-c8/) sales continue to command the premium sports car space, accounting for over half of all sales in Q2 2024, most competitors posted bigger gains this time around. Notably, many of the segment contenders here cost significantly more than Chevy’s mid-engine sports car, at least when talking about starting price.

Speaking of competitors, a few more are dropping out. In March, the [Audi R8 ceased production](https://gmauthority.com/blog/2024/03/chevy-corvette-rival-audi-r8-has-ceased-production/), and in June, [the Jaguar F-Type](https://gmauthority.com/blog/2024/06/corvette-rival-jaguar-f-type-ceases-production/) did as well, while the [Nissan GT-R is being discontinued](https://gmauthority.com/blog/2024/06/corvette-rival-nissan-gt-r-is-being-discontinued/).

Yet, recently, the first-ever [2025 Porsche 911 Carrera GTS hybrid debuted](https://gmauthority.com/blog/2024/05/2025-porsche-911-hybrid-debuts-as-chevy-corvette-e-ray-rival-video/) as a Corvette E-Ray rival. Last fall, the [Porsche 911 Dakar debuted](https://gmauthority.com/blog/2022/11/porsche-911-dakar-debuts-in-los-angeles-and-gm-has-no-corvette-equivalent/) as a new off-road, rally-inspired variant of the popular sports car, for which GM has no Corvette equivalent. The latter followed the reveal of the [second-generation 2024 Mercedes-AMG GT Coupe](https://gmauthority.com/blog/2023/08/2024-mercedes-amg-gt-coupe-debuts-as-corvette-rival/) and the [2024 Alfa Romeo 33 Stradale supercar](https://gmauthority.com/blog/2023/09/2024-alfa-romeo-33-stradale-supercar-unveiled-as-corvette-rival/), both as Corvette rivals.

Even crosstown rival Ford has jumped into the mix, [officially launching the Mustang GTD as a high-priced, track-focused Corvette rival](https://gmauthority.com/blog/2023/08/ford-mustang-gtd-officially-launches-as-high-priced-track-focused-corvette-rival/). The street-legal, limited-edition variant of The Blue Oval’s pony car will be quite pricey, with the MSRP starting at $300K.

Meanwhile, “America’s sports car,” now in the C8’s fifth model year, continues expanding its lineup as well, with the latest being the much-anticipated [Corvette ZR1](https://gmauthority.com/blog/gm/chevrolet/corvette/corvette-zr1/). See below for details.

*2025 Chevy Corvette C8 ZR1 Coupe*

### About Chevrolet Corvette

The [2024 Chevy Corvette](https://gmauthority.com/blog/gm/chevrolet/corvette/2024-chevrolet-corvette/) adds new active safety tech to its features list to bring it more in line with other Bow Tie brand models. These [include Automatic Emergency Braking](https://gmauthority.com/blog/2023/06/2024-corvette-to-get-automatic-emergency-braking/), [standard IntelliBeam](https://gmauthority.com/blog/2023/06/2024-corvette-to-get-standard-intellibeam-headlamps/) automatic high-beam headlamps, and [Lane Keep Assist](https://gmauthority.com/blog/2023/06/2024-corvette-to-get-new-lane-keep-assist-feature/) with Lane Departure Warning.

The 2024 Corvette also gets [new driver mode selection animations](https://gmauthority.com/blog/2023/06/2024-corvette-gets-new-driver-mode-selection-animations/) and a [new infotainment system incorporating Google built-in features](https://gmauthority.com/blog/2023/10/2024-corvette-gets-new-infotainment-system-with-google-built-in/).

The [2024 Corvette Stingray also drops two alloy wheel choices](https://gmauthority.com/blog/2023/07/2024-corvette-stingray-drops-these-two-alloy-wheel-choices/), replacing them with new designs. Check out all the [2024 Corvette wheel options](https://gmauthority.com/blog/2023/08/here-are-all-the-2024-corvette-wheel-options/). Furthermore, the [2024 Corvette gets a new Edge Red painted rear fascia script](https://gmauthority.com/blog/2023/10/2024-corvette-gets-new-edge-red-rear-fascia-script/) as an LPO-level option.

The [Stingray’s M1L transmission gets a case design update](https://gmauthority.com/blog/2023/10/c8-corvette-stingray-transmission-gets-case-design-update/) and, critically, will no longer require two extra quarts of transmission fluid for track use. It should be noted that GM does not condone tracking M1L-equipped vehicles without the Z51 package.

GM [debuted the first-ever 2024 Chevy Corvette E-Ray](https://gmauthority.com/blog/2023/01/here-is-the-2024-corvette-e-ray/) in January 2023. It features the naturally aspirated [6.2L V8 LT2](https://gmauthority.com/blog/gm/gm-engines/lt2/) engine from the [C8 Stingray](https://gmauthority.com/blog/gm/chevrolet/corvette/chevrolet-corvette-c8/chevrolet-corvette-c8-stingray/) mated to an electric motor mounted up front. The E-Ray is *also* the [first-ever production Corvette equipped with *front-wheel* drive](https://gmauthority.com/blog/2023/01/2024-corvette-e-ray-is-first-ever-front-wheel-drive-vette/) and all-wheel-drive traction.

That combination also makes the [C8 E-Ray](https://gmauthority.com/blog/gm/chevrolet/corvette/chevrolet-corvette-c8/chevrolet-corvette-c8-e-ray/) the quickest Corvette ever, with a 0-to-60 mph time of just 2.5 seconds, a tenth of a second quicker than the [C8 Z06](https://gmauthority.com/blog/gm/chevrolet/corvette/chevrolet-corvette-c8/chevrolet-corvette-c8-z06/).

The Corvette Z06 features the [5.5L V8 LT6](https://gmauthority.com/blog/gm/gm-engines/lt6/) gasoline engine, a race-bred, naturally aspirated, dual-overhead cam, flat-plane-crank powerplant.

The [2025 Chevy Corvette](https://gmauthority.com/blog/gm/chevrolet/corvette/2025-chevrolet-corvette/) gets a [new interior color, new Z06 wheels, and more](https://gmauthority.com/blog/2024/04/2025-corvette-gets-new-interior-color-new-z06-wheels-and-more/), including [three new paint colors](https://gmauthority.com/blog/2024/04/2025-corvette-to-introduce-three-new-paint-colors/), while [dropping two wheels for the Z06](https://gmauthority.com/blog/2024/06/2025-corvette-z06-wont-offer-these-two-wheels/).

[Production of the 2025 Corvette](https://gmauthority.com/blog/2024/06/heres-when-2025-corvette-production-is-scheduled-to-start/) is currently scheduled to start on September 9th.

Last month, GM announced, “The Unthinkable Has Arrived,” officially debuting [the new 2025 Chevy Corvette ZR1](https://gmauthority.com/blog/2024/07/here-is-the-2025-corvette-zr1/), revealing the fastest and most powerful production Corvette ever made. Specs include four-digit engine output, a top speed of over 200 mph, and more than 1,200 pounds of downforce at speed.

At the heart of this beast is the new twin-turbocharged [5.5L V8 LT7](https://gmauthority.com/blog/gm/gm-engines/lt7/), a flat-plane crank DOHC powerplant rated at an astounding 1,064 horsepower at 7,000 rpm and 828 pound-feet of torque at 6,000 rpm. Based on the [5.5 V8 LT6](https://gmauthority.com/blog/gm/gm-engines/lt6/) engine found in the Z06, Chevy boasts that the LT7 is the most powerful V8 ever produced in America from an auto manufacturer, able to motivate the [Corvette ZR1](https://gmauthority.com/blog/gm/chevrolet/corvette/corvette-zr1/) down the quarter mile in less than 10 seconds, with an estimated top speed of 215 mph.

Look for the new [C8 Corvette ZR1](https://gmauthority.com/blog/gm/chevrolet/corvette/chevrolet-corvette-c8/chevrolet-corvette-c8-zr1/), which will be available in both Coupe and Convertible body styles, to roll off the production line next year. Official pricing information is expected closer to the start of production.

**What Makes the New Corvette ZR1's Engine So Powerful? An Engineer Explains**

We ask an automotive engine calibration engineer how Chevrolet’s new 5.5-liter LT7 V-8 makes more than 1,000 hp.

Greg Banish Writer Chevrolet Photographer Aug 14, 2024

GM recently dropped the details on the new 2025 C8 ZR1. As an engineer who has worked in both OEM development and aftermarket performance, I’m nothing short of impressed. I spent the last quarter-century bouncing between walking the aisles of the Performance Racing Industry show and releasing engine calibrations that have been driven by millions of unsuspecting users around the world. I have seen lots of 1,000-hp engines. I have had lots of engines go to production after passing emissions, durability, NVH, and safety standards. I haven’t seen very many that did both. Sure, there’s the Bugatti ($3 million and 1,200 hp), the Aston Martin Valkyrie ($3 million and 1,000 hp), and the Ferrari SF90 ($540,000 and 986 hp, combined), but all of these are about as available as unicorn tears to mere mortals. Engines like the Hellephant make over 1,000 hp but have zero chance of passing emissions, so they’ll never be offered in legal roadgoing cars. What we have in the ZR1 is a real accomplishment, and a point where my two worlds seem to have collided.

I instantly got a ton of questions from friends on both sides of the industry. Most were along the lines of, “How did they do that?” To me, it’s not the engineering behind it that’s so surprising, but rather the management greenlighting such an impressive engine package. Let’s walk through some of the features to clear things up.

1,064 HP—How Did We Get Here?

The LT6 engine in the C8 Z06 already makes 670 hp in naturally aspirated trim; the LT7 is a derivative of that engine, with boost added. We’ve done this a ton in the aftermarket, with both superchargers and turbos. My own LS3 (ancient technology in comparison) picked up about 200 hp over the base 390 hp when I added 7 psi from a pair of turbos. So, roughly half an atmosphere added 50 percent more power. Apply that math to the LT6, and you can see where I’m going here. Granted, GM reduced the static compression ratio from 12.5:1 down to 9.8:1, so we lose a little efficiency but gain knock resistance and reliability. Rumor has it that the first tests without the wastegates closed (meaning they would have only been running a few psi of boost) yielded about 830 hp without breaking a sweat. Knowing that they somehow got away with running 20 psi makes the 1,064 hp number no surprise at all.

We see the same split port (PFI) plus direct injection (DI) scheme used on the LT5 to get all the necessary fuel in there. These systems, made possible by the modern Bosch ECU family, have become common, and make it easy to support big power while still having precise in-cylinder injector control. There’s just enough DI contribution to get the knock suppression benefit needed to run pump gas with good combustion control while the PFI injectors jump in to deliver the required fuel mass at the highest loads. Ford does the same thing on many of the EcoBoost and Coyote engines as well. Having worked on emissions-legal boost with these, I’m definitely a fan of the solution.

Did They Say 20 PSI or 24 PSI of Boost?

Both. At normal temperatures and barometric pressure, 1,064 hp can be had at 20 psi. If a customer runs the car in a warmer climate, or at higher altitude with lower inlet air density, the turbos have enough headroom to just spin harder and deliver the same air mass flow rate to overcome the inlet conditions. Running robust water-to-air charge coolers means that GM should also have consistent control of the final air inlet temperature to the intake valves.

Why Turbos Instead of a Supercharger Like the LT4 and LS9 Use?

Any engineer who paid attention in his junior year should remember a class called Thermodynamics. It’s all about how much energy is available at certain pressures and temperatures. Exhaust gases have lots of both, and we waste most of it. Putting a turbine in the exhaust harnesses this unused energy to drive the compressor. Yes, the turbine adds some backpressure and pumping losses to the engine, but this still works out to be a much smaller number than the accessory load of your typical supercharger at full load. When we are talking triple-digit horsepower to drive a supercharger, moving to much less costly turbocharging looks tasty if you have the room for the hardware.

Earlier Corvettes just didn’t have the space for GM to package turbochargers close to the engine and still meet all their other engineering standards for clearance, heat control, and service. At the time, a tidy supercharger system nestled in the vee of the engine solved the problem with an acceptable amount of drive losses at WOT. I have installed turbo kits on older Corvettes. GM would cringe if they saw how tight things get. I was also left wanting for larger turbines as I hit the limits of the smaller turbines. With the engine moved to the rear, where there’s tons of room, packaging the hot turbos becomes an option without the usual vetoes from the vehicle team. Making boost using exhaust energy helps increase the net horsepower when all is said and done. Doing that with 67mm turbine wheels instead of the 56–60 mm wheels I had to use previously also helps extend the top end significantly.

Why 'Only' 828 Lb-Ft of Torque?

You see that pool table of a torque curve from 3,000 and 7,000 rpm? That’s not an accident. This is almost always driven by component limits, usually from the piston manufacturer. The crowns and ring lands are specified to withstand a target cylinder pressure, usually something on the order of 120 bar (1700-plus psi) for the typical production turbo engine, before they start denying warranty claims from overloading. In the press release, GM stated 11 megapascals (MPa, or around 110 bar), so this is right in line with expectations and leaves some safety margin. Racing pistons routinely see higher loads, but over a much shorter lifespan. The height of this torque table is likely a direct representation of how much cylinder pressure GM is willing to tolerate inside the LT7. They’re just able to generate and hold that pressure across a wide rpm range. If we were to watch a trace of manifold pressure across the rpm, we’d likely see how GM is modulating the boost to get a consistent cylinder fill that results in this flat torque delivery. This is common practice in lots of other turbocharged engines, albeit at much lower levels.

Sure, they could make more torque in the midrange, but with 828 lb-ft going into the transmission, we begin to worry about input shafts, gears, output shafts, ring-and-pinion sets, halfshafts, and, oh yeah, the poor tires. The transmission control module (TCM) can change gears at lightning speed, so it can select a different ratio with more gear multiplication of the input torque in the blink of an eye, if we haven’t somehow already overwhelmed the available traction.

On the low end, the torque curve is also tied to compressor capability. GM wants to avoid compressor surge, where the turbos try to make too much boost at low engine speed, because this can damage the compressor wheels over time. They ride the “surge line” of the compressor map until total flow is high enough to deliver the desired boost pressure. That said, it still offers 400 lb-ft before 2,000 rpm, which is not bad.

How Can This Pass Emissions?

None of this horsepower matters in a production environment if the engine (and vehicle) can’t pass emissions. With the new LEV4 emissions standard requirements on our doorstep, the ZR1 must fit into that envelope somewhere. This means it must at least be under 0.070 grams of combined NMOG and NOx emissions on the familiar FTP75 urban drive cycle, among other requirements. This is no small feat, as this concentration is cleaner than the background samples present in some big cities.

Getting the tailpipe emissions that clean requires a fundamentally clean-burning engine that can stay very close to the stoichiometric air-fuel balance, and a catalyst capable of reacting off any leftovers before they exit. Getting that catalyst to work requires that it be warmed up above 300 degrees Celsius very quickly to minimize cold start emissions. This is usually done by creating lots of exhaust gas heat immediately upon startup and directing it toward the catalyst brick.

The integral exhaust manifold and turbine housings are the first step here, reducing the amount of metal in contact with the exhaust gases so this heat can be passed along downstream rather than absorbed by the metal. The electronic wastegates can be commanded full-open at startup to provide an easier path to the catalyst rather than going through the turbines. After the turbines, GM used dual-wall construction on the downpipe leading to the catalyst inlet again. The thinner inside pipe again absorbs less heat during the critical startup phase while the thicker outside pipe carries the weight of the assembly.

The selection of 67mm (huge, in OEM terms) turbine wheels is also a benefit here for emissions. Most smaller-displacement turbo engines on the market use relatively small turbines to help spool quickly, preventing lag and delivering low-end torque on demand. The downside to running small turbines is that they often start harnessing the power of the exhaust gases at very low engine speeds, stripping enthalpy (internal energy and pressure) from the gases to perform work on the compressor shaft. A lot of these small-engine programs have trouble keeping their catalysts warm at low speed because of the work being done by the turbos so early. With a healthy 5.5-liter engine, this really isn’t needed anymore, and the larger turbines that allow enough top end flow for 1,064 hp can be used. With over 400 lb-ft on tap before 2,000 rpm, nobody will miss the boost here. The side effect is that the gases going through the turbines aren’t forced to do as much work near idle, so they don’t lose as much heat or energy on their way to the catalyst. This lets the bricks warm up much quicker, like they would on an engine without the turbos, reducing cold start emissions.

Finally, the exceptionally good power-to-weight ratio means that the ZR1 engine doesn’t have to work very hard to meet the docile acceleration requirements of the emissions test traces. Such a favorable ratio means that emissions can remain the priority (rather than power enrichment or component protection) during the majority of driving conditions without the customer noticing.

How Can the Catalysts Live at 1,000-Plus HP?

Read the internet forums and Facebook discussions and you’ll find no shortage of “experts” proclaiming that cats just won’t live with big horsepower. GM already knew how to make cats live at 755 hp on the C7 ZR1, and the new system really isn’t much different. GM still must control the temperature of the bricks (which often requires a significant amount of added fuel), but they get a helping hand from the turbos again. That drop in exhaust enthalpy we talked about earlier comes in on the helpful side here. Gases exiting the turbines are often about 300 degrees cooler after performing work on the turbine blades. This radical drop in temperatures makes life a lot easier on the catalysts at wide-open throttle (WOT). Most of the WOT fueling is there to control inlet temps to the turbine rather than the catalyst. GM’s use of exotic MAR alloy lets them tolerate about 1,040 degrees Celsius of inlet temperature without failing, where most turbo alloys and catalysts are limited to 950 degrees before failing. Dropping that 1,040-degree inlet temp down to around 800 degrees after the turbines goes a long way toward keeping the catalysts from melting. With a supercharged engine, the bricks see whatever gas temp would have been entering the turbines.

How Do You Make a Car Like This Faster?

Let’s be honest—the tires are the limiting factor on available acceleration until well past “go-to-jail speed.” This car could make 2,000 hp and it wouldn’t be much faster to 60 mph with the same two tires pushing. It’s the traction control system that is really in charge here, not the available input power to the transmission now. Adding slicks or drag radials will almost certainly speed things up, with the risk shifting to the transmission and clutch. Accelerating quicker below 100 mph leaves us with either shedding weight (good luck—GM already used lots of carbon fiber) or utilizing the front tires too. We already saw how quickly the E-Ray launches, and we see a big, empty spot up front in the ZR1. It’s the worst-kept secret where GM is going on the next step.

What Would I Change First?

This is the fun part. After decades of getting paid to pump up the performance of so many vehicles, I've finally found one that makes me question the need. Instead of raising the maximum possible power, I would look at ways to keep the power at the optimum without falling off as things heat up.

It remains to be seen how much cooling capacity there is in those two water-air intercoolers and their front heat exchangers. Every water-air intercooler system I have worked on seemed to benefit from efforts to reduce the water temp. More exotic front heat exchangers or an A/C chiller retrofit would be my choice here. Then you can just let the factory ECU see the cooler temps and adjust accordingly.

Sure, it’s calibrated to run on premium pump gas, but I can’t help but wonder what happens if you accidentally put some ethanol in the tank. My testing has shown that most modern vehicles can run about 35 to 40 percent ethanol without tripping fuel trim errors in the ECU. This extra ethanol really helps with both knock-suppression and cooling. At 20 psi, I’d wager there’s a benefit here.

If drag racing is your thing, sticky tires will almost certainly help too. Just don’t be surprised when 1,064 hp helps find the limits of other driveline parts when you dead hook. Given time, the aftermarket will respond here too.

Beyond that, I’m left shopping for window tint and stereo equipment because this thing is already going to be a rocket. Dr. Goddard would be proud of what the engineers at Chevy have done here.

**Here’s Why Some C8 Corvette ZR1 Models Have Rear Intakes And Others Don’t** by Jonathan Lopez — Aug 14, 2024

The C8 Corvette ZR1 is a marvel of modern engineering, boasting over 1,000 horsepower and a design that’s as aggressive as it is functional. However, some Corvette enthusiasts have noted a curious detail – not all ZR1 models are equipped with the new air intakes seen on top of the rear fenders. This discrepancy has sparked questions among GM Authority readers, several of which have asked us about it via our contact page. Now, GM Authority is revealing the reason behind the discrepancy.

Corvette ZR1 Coupe with air intakes on top of the rear fenders

To clarify why some C8 Corvette ZR1 models have these additional intakes and others do not, GM Authority spoke with Tadge Juechter, the recently retired Corvette executive chief engineer. According to Juechter, the rear intakes serve to channel cool air to the twin-turbocharged V8 engine mounted just behind the cabin. However, while these intakes are standard on the Coupe variant, they are notably absent on the Convertible.

Corvette ZR1 Convertible without air intakes on top of the rear fenders

The reason for this, Juechter explains, is a compromise necessitated by the Convertible’s design.

“We would have loved to have it on the Convertible, but we couldn’t do it because the folding hard top is there, so we had to make a compromise,” Juechter told GM Authority Executive Editor Alex Luft in a recent interview.

For those wondering whether the lack of these intakes affects performance, Juechter reassures us that the difference is minimal outside of extreme conditions

“We don’t need the intakes to get the 1,064 horsepower, you get it either way,” Juechter told GM Authority. “But if you’re running on the track, you’ll continuously feel cooler air in there.”

Ultimately, the Coupe body style remains the top choice for those seeking every last bit of performance. Beyond the lack of the additional rear intakes, the Convertible is also slightly heavier.

“Most people who are hardcore track drivers will get the Coupe. The Convertible will make up around half of the sales, and you can still track it, but if you care about that last two percent, then you get the Coupe… since the Convertible is 60 kg heavier than the coupe,” Juechter said.

As a reminder, the C8 Corvette ZR1 is powered by a twin-turbocharged 5.5L V8 LT7 engine, delivering a staggering 1,064 horsepower and 828 pound-feet of torque. Output is channeled through an eight-speed dual-clutch automatic transmission, enabling the ZR1 to sprint through the quarter mile in under 10 seconds and reach a top speed of 215 mph. Each C8 ZR1 is built on the GM Y2 platform and produced at the GM Bowling Green Assembly Plant in Kentucky.

**Chevy Average Transaction Price Stable In July 2024**

by Trey Hawkins — Aug 14, 2024

Back in July 2023, the average transaction price (ATP) of a new Chevy product stood at $47,587 per vehicle. With that in mind, the Bow Tie brand’s ATP figures remained quite stable year-over-year.

According to a report from Cox Automotive and Kelley Blue Book, the ATP for a new Chevy vehicle decreased 0.1 percent from July 2023 to $47,633 in July 2024. Meanwhile, Bow Tie average transaction prices climbed 1.2 percent from $47,076 in June 2024 levels.

This stable Chevy ATP figure is reflected by a fairly steady year-over-year change in transaction prices for parent company General Motors. When including all four of GM’s U.S.-market brands in the calculations – Chevy, Buick, Cadillac, and GMC – the ATP for a new GM vehicle was $52,009 in July 2024. This represents a 0.3-percent increase as compared to the July 2023 figures, where GM’s ATP stood at $51,847 per vehicle. On a month-over-month comparison, General Motors’ average transaction prices posted a 1.4-percent jump from $51,299 in June 2024.

Overall, the automotive industry recorded a 0.2-percent decline in ATPs year-over-year from $48,507 in July 2023 to $48,401 in July 2024. Meanwhile, ATPs posted a zero-percent month-over-month change, as vehicles were selling for an average of $48,424 in June 2024.

“The thing about the U.S. is its diversity, and that goes for the U.S. auto market as well,” Cox Automotive Executive Analyst Erin Keating noted in a prepared statement. “There are many expensive, high-profile vehicles out there, but consumers have many good options priced well below the industry average. We hear this from the large dealers all the time: No matter the budget, chances are we can make something work. This is particularly true where inventory is higher, and incentives are following.”

“Not every brand is seeing sky-high days’ supply, but, in most cases, where there is excess, incentives are climbing,” Keating continued. “The higher incentives are helping consumers, but stubbornly high interest rates and tighter credit conditions continue to make affordability challenging. If we are going to see the market live up to its potential, we will need to see rates lower and credit loosen.”

It’s worth noting that the report identified two factors that contributed to these changes in July 2024 ATP figures, including:

Growing incentives

Higher EV incentives as prices hold steady

Corvette C8: Unless You Track It, It’s Probably A Good Idea To Skip The Big Wing by Tyler Anderson — Aug 18, 2024

Only those living under a rock would be unaware that the Corvette C8 is a runaway success. Not only is it the best-selling model in its segment (by a wide margin), but it has also tipped buyer demographics to a younger and wealthier audience. Since it went on sale in February 2020, Chevrolet has expanded the C8 range, starting with the base C8 Stingray and the high-revving C8 Z06, then going to the electrified C8 E-Ray and 1,064-horsepower C8 ZR1 track slayer.

But there’s one issue that’s plagued all C8 Corvettes since its incarnation, and it has almost nothing to do with performance. Rather, the problem lies with usability.

Corvette C8 ZR1 High-Downforce Rear Wing

To recap, the Corvette C8 adopted a mid-engine layout and thus, incorporated a two-trunk solution – one at the rear, behind the engine bay, and the other at the front, colloquially known as the frunk – in order to deliver some semblance of cargo carrying capacity. But selecting any of the large spoilers makes using the rear trunk difficult and somewhat problematic.

Corvette C8 Stingray High Wing Spoiler (5V5)

As C8 owners already know, the considerably larger size and mounting location of these optional wings makes accessing the C8’s rear trunk more difficult as the size of the wing increases. That’s because the rear wings are mounted to the rear lip, as opposed to the rear trunk / engine cover (which lifts up and out of the way when opened). So even if you’re particularly tall or strong (or both), you’d still have to reach up and over the wing to access the rear trunk in the presence of a large wing, which blocks access to the trunk from the rear. Though you could load cargo from the side (at an angle), that’s not always an option, particularly in tight parking spaces. And that’s not to mention that all of this is taking place while you’re trying to avoid scratching the body and the wing itself with whatever cargo you’re trying to load in the first place.

Rear Fascia Protector Accessory (LPO VTB)

The good news is that the wings in question are entirely optional, even on the highest performing Corvette C8 models. If this is bothersome or problematic, here are the wings and/or packages to avoid:

Corvette Stingray with optional High Wing Spoiler (5V5)

Corvette Z06 with Z07 Performance Package, which adds the High Wing

Corvette E-Ray with Spoiler Extension

Corvette ZR1 with ZTK Performance package, which adds the High-Downforce Wing

It’s worth noting that Chevy is ahead of this issue, offering what somewhat of a solution. For $125, an embroidered rear fascia protector (LPO VTB) is available as a genuine Corvette accessory.

So, if you plan on using the rear trunk in your C8 with some frequency, and don’t need max downforce at high speeds, perhaps it’s worth skipping the big wing altogether.

**Indianapolis Motor Speedway Museum To Auction 1957 Chevy Corvette SS** by Jonathan Lopez — Aug 18, 2024

The Indianapolis Motor Speedway (IMS) Museum is currently undergoing an extensive renovation, and is set to reopen its doors in April of 2025. As part of the renovation process, the museum has arranged to auction off 11 significant vehicles from its collection that have no connection to the Indy 500, but still hold a tremendous amount of historical and monetary value. Among the vehicles set to be auctioned is the 1957 Chevy Corvette SS, otherwise known as Project XP-64, an utterly unique experimental prototype created by Harley Earl and Zora Arkus-Duntov.

Courtesy IMS Museum

According to a report from Indianapolis affiliate Fox 59, the cars will be brought to market by RM Sotheby’s, and are considered to be some of the “world’s most desirable and historically significant cars.” In addition to the 1957 Corvette SS, the auction will include a 1954 Mercedes-Benz W196 Streamliner ‘Monza,’ 1964 Ferrari 250 LM, 1966 Ford GT40 Mk II, 1909 Mercedes Brookland ‘Semmering Hill Climb,’ 1991 Benetton B191 Formula 1 Car, 1907 Itala, 1929 Bugatti Type 35C, 1911 Laurin & Klement Racer, The Spirit of America, and a 1911 Mercedes 22/40 Touring.

“The main response I have gotten consistently from people is it’s a very prudent thing that you are doing because, in essence, you are guaranteeing the future of the museum for generations to come,” said the president of the IMS Museum, Joe Hale.

As for the Corvette, the concept was initially conceived by Harley Earl as a Chevy engine mounted in a Jaguar body for competition at Sebring in 1957. However, Zora Arkus-Duntov proposed something else entirely – a ground-up race car design to compete in racing events the world over.

The project took five months to complete, and included a production-spec 283 cubic-inch Chevy V8 producing 375 horsepower, mounted in a vehicle with a dry weight of just 1,850 pounds, almost a thousand pounds less than a production-spec Corvette. Matched with a sleek aerodynamic body, the Corvette SS managed a top speed of 183 mph at Sebring, and although it only completed 23 laps before it was retired (and subsequently banned by the AMA as part of a sweeping ban on manufacturer-sponsored racing), the XP-64 remains a hugely desirable vehicle for collectors. The car was later donated to the IMS Museum in 1970.

RM Sotheby’s is expected to announce auction details in the next few weeks.