

2023 Chevrolet Corvette Z06 + Z07 Package

Ready to run with hypercars.

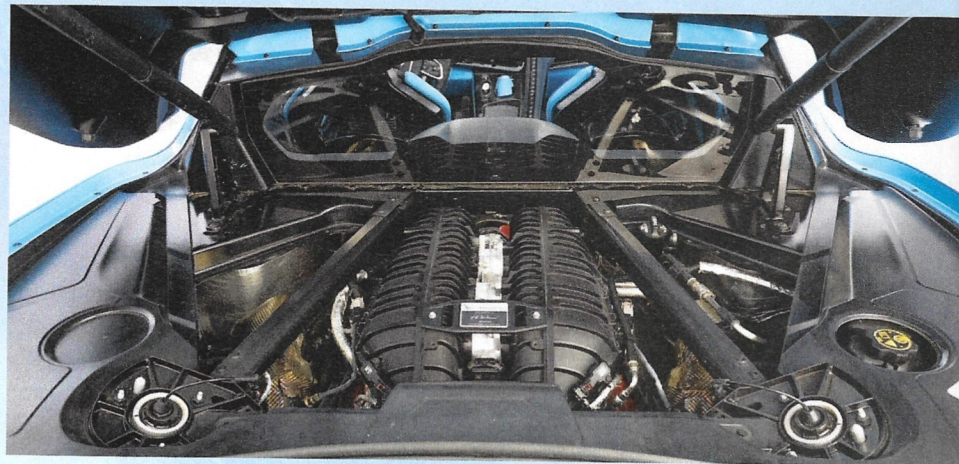
Leave it to Chevy to democratize exotic levels of acceleration, braking, and lateral grip, making them affordable to mere hundred-thousandaires, while safely bringing thrilling performance within the grasp of mortal drivers with moderate skills. How exotic is that performance? Let's look at the numbers.

Our first test results from the new Z06 were extracted from a base convertible. Our Z07-package coupe weighed 88 pounds less, including lightweight carbon-fiber wheels that shave around 10 pounds of unsprung weight and rotational inertia off each corner; it also had a major tire upgrade from Michelin Pilot Sport 4S ZPs to Pilot Sport Cup 2 R ZPs.

Combined, these changes improved its results in our racetrack-in-a-bottle figure-eight test from 22.70 seconds at a 0.93 g average to just 21.85 seconds at 0.99 g. We're showing the hundredths of a second to point out the time was sufficient to just barely slip ahead of our previous record-holder, the then-\$964,996 2019 McLaren Senna (21.90 at 1.02).

This record lasted only a matter of minutes, though, because sharing the test session was the McLaren 765LT Spyder. That \$489,110, carbon-tubbed spaceship, weighing 453 pounds less and shod with Pirelli P Zero Trofeo R tires, shaved 0.05 second off the Z06's record time.

Making that figure-eight result even more impressive is that the Z07

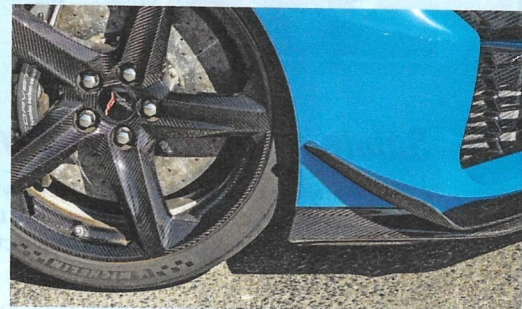


coupe's straight-line results trailed the convertible's. The tin top lagged by about 0.2 second all the way through the quarter mile, which it finished going 3.4 mph slower. Increased drag from the \$10,495 exposed-carbon aero package might account for some of the trap-speed discrepancy, and the stickier tires cause the Z07 car to bog a bit on launch. We suspect a lighter, simpler 1LZ-grade Z06/Z07 might be quicker—and perhaps reclaim the figure-eight title.

Most of us were badly smitten by this latest Corvette, marveling at its tactility, as well as its high limits and benign behavior as you approach them. Such a combination quickly builds confidence and corner entry speeds. The engine's high horsepower and less brutal torque

means less danger of throttle oversteer, making it hard to imagine what kind of rookie control inputs you would have to make to upset the Z06.

This is a big car, especially next to the Porsches folks forever compare it with. That's how it accepts 12.6 cubic feet of luggage and can store its roof on board.



The Z07 package brings extra visual menace to the Z06; the carbon wheels save about 40 pounds.

