EVERYTHING WE’VE LEARNED
COMES FROM RACING
SCIENCE CREATES ART

WANT TO KNOW WHAT CORVETTE IS ALL ABOUT? WE ASKED FIVE CORVETTE EXPERTS TO GATHER IN BOWLING GREEN, KENTUCKY, SITE OF THE CORVETTE ASSEMBLY FACILITY AND HOME TO THE NATIONAL CORVETTE MUSEUM. LISTEN IN ON THE CONVERSATION AS THEY SHARE THEIR UNIQUE PERSPECTIVES ON HOW THE CURRENT GENERATION OF CORVETTE—THE C6—SHARES ITS PERFORMANCE AND DESIGN DIRECTLY WITH THE CORVETTE RACING C6.R. THEN JOIN IN ON FACEBOOK.COM/CORVETTE.
THE TEAM  OUR CORVETTE EXPERTS

TOMMY MILNER  CORVETTE RACE CAR DRIVER

TADGE JUECHTER  CHIEF ENGINEER

DOUG FEHAN  CORVETTE RACING PROGRAM MANAGER

HARLAN CHARLES  CORVETTE PRODUCT MANAGER

KIRK BENNION  DESIGN MANAGER
WINNING THE 24 HOURS OF LE MANS IS THE BENCHMARK BY WHICH ALL SPORTS CARS MEASURE THEIR ENDURANCE. ON JUNE 12, 2011, CORVETTE CAPTURED BOTH GT CLASS TITLES AT LE MANS, WITH THE FACTORY TEAM’S NO. 73 CORVETTE C6.R BEATING PORSCHE, FERRARI AND BMW FOR ITS 6TH CLASS WIN IN THE PAST 11 YEARS. PROGRAM MANAGER DOUG FEHAN AND TEAM DRIVER TOMMY MILNER TALK ABOUT THEIR VICTORY.

TOMMY With six hours remaining in the race, we were looking good. Our sister car, the No. 74 Corvette, was in the lead, and we’d been running the No. 73 steadily in the top five for 17 hours. Then—bang!—the 74 Corvette gets tangled up with a Porsche, and suddenly Ferrari’s now in first and we’re a lap down. But as a team, we told ourselves: “We can make that up.”

DOUG Louis Chevrolet was himself a racer, and his motto, “Never give up!” is a philosophy we embraced from our first visit here. Tommy’s codriver, Antonio Garcia, just started chipping away at the Ferrari, cutting the margin every lap. Tommy took over at the 21st hour and continued to reel in the Ferrari, gaining as much as six seconds per lap during his stint. With about two hours and 10 minutes to go, he made the pass for the lead on the Mulsanne Straight. Antonio brought it home for the win, just one lap separating first and second.

TOMMY That was the hardest race of my life. I’d been super comfortable in the car all day long, but I was not comfortable right then, when I caught the Ferrari. We still had a few hours to go, and the pressure was crazy. I was just trying to drive the car to what the track would allow. Every lap it changed, every corner it changed. For 24 hours, the only thing you’re living, breathing and sleeping is racing. You drive into the night and through the night. The sun comes up and you go, “OK, we’re almost there, right?” You look at your watch again—another eight hours to go. You’re just completely engulfed in this one race.

DOUG Le Mans is a test of man and machine, and testing yourself and your limits, and seeing how well you can perform for 24 hours straight without making any mistakes. I think our come-from-behind win embodied the spirit of our Chevrolet cofounder.
COUPE  BLADE SILVER METALLIC  AVAILABLE CHROME WHEELS
HARLAN People ask me all the time, why is a small block V8 the ideal powerplant for Corvette?

TADGE The Chevy small block V8 is an engineering marvel. It's extremely compact. It's an engine that produces tremendous power for its mass.

HARLAN Right, the horsepower-per-liter is really irrelevant when it comes to Corvette. To us it's about horsepower-per-weight, or another way to look at it, horsepower and miles per gallon, a combination of efficiency and power. And Corvette really is a benchmark of the world.

KIRK Yes, you can have a 7.0-liter LS7 without a gas-guzzler tax.

TADGE In a standard Corvette with the 6.2-liter engine, you have a large displacement engine that's still lightweight, offers good fuel economy and produces a lot of power.

HARLAN That low-end torque you get from having the larger displacement engine makes Corvette so much fun to drive, and easy to drive.

TADGE You don't have to wind it up to 8500 rpm to get power out of it. You get huge power and torque at very low rpm ranges. This makes the car feel very responsive.

DOUG You know, as a testament to that, I sit on the committee that formulates the rules for global GT racing. Every manufacturer is represented—it’s the BMW guy, it’s the Ferrari guy, it’s the Jaguar guy, it’s the Porsche guy, it’s the Aston Martin guy. These are very exotic vehicles, super-high price tags, very exotic powerplants, multi-cam, multi-valve, super-high revving, very expensive. You know what their singing song is? “Your small block V8 engine...we can’t compete with that.” I said, “Guys...guys, if our engine is as great as you say it is, why don’t you have it in your car? Why are you building these big, complicated, massive, chain-driven, multi-valve engines?” They don’t have an answer! When you look at cost, performance, efficiency, power, torque, maintenance, warranty—a 5-year/100,000-mile powertrain warranty; Hello? They can’t do that. You don’t get that with the others. You get it all with Corvette. That’s a testament to the longevity, the design robustness, durability of our small block V8s. Single cam. Two valves—it gets it done.
DOUG  You want a better race car? Build a better street car. You want a better street car? Build a better race car.

TADGE  Exactly. Ideas from the C5.R race car helped us make a better Corvette C6 street car, which in turn helped you guys at Corvette Racing evolve the current C6.R race car.

DOUG  When we were getting the Corvette race car certified internationally, they came to look at our race car. We had the body work off it, and we had a chassis sitting there, and they thought it looked like a truck chassis. I said, “Well, it kinda looks like that; it’s a parallel ladder frame. But those are, by the way, hydroform rails.” We’d led in hydroform technology implementation, okay? And I said, “When you see it built up as a race car, you’ll understand how stiff and strong we can make that.” And that led the competitors to complain, “This is a tube-frame race car.” Well, you know what? Yeah, it is, because that’s what we do in production; we’re building tube-frame race cars in production because it’s lightweight, super-strong, safe, and it gets the job done.

TADGE  The fact that the engine is compact means the rails Doug was talking about, now can be of larger sections. Large-section rails are very light and very stiff, so the engine in that way helps the structure be efficient. So there’s a real synergy between the kind of powertrain and the engine we use, and the efficiency of the rest of the car.

HARLAN  To achieve the Z06’s high performance standards while maintaining excellent fuel economy,1 we made substantial reductions in vehicle mass, improving the mass distribution between the front and rear of the vehicle. To save weight without sacrificing strength, we used a magnesium engine cradle, magnesium steering column support, and a magnesium roof frame; hydroformed aluminum rails and roof bow; and high-strength aluminum bumper beams. The floor pan has an ultra-lightweight balsa wood core with a carbon fiber skin. The front fenders and front wheelhousing are also made of carbon fiber.

TADGE  The standard Corvette has a steel space frame consisting mainly of stamped steel and hydroformed components that are joined via welding. To save weight, we wanted an aluminum spaceframe for the Z06. It weighs just 278 lbs., 33% less than the steel frame. One challenge was that aluminum is less stiff than steel. We exceeded our stiffness goals by transferring loads through to a lightweight magnesium roof frame solidly bolted into the structure. The Z06 also has an industry-first, one-piece magnesium die-cast engine cradle, which weighs 24 lbs.—a 35% mass reduction over the aluminum version. The cradle supports the engine, brake control module and steering gear. It also ties the frame rails together and acts as the mounting point for certain front suspension components, such as the lower control arms.

1 EPA-estimated MPG 15 city/24 highway.
TADGE  With typical front-engine cars, the transmission is attached to the engine and you get a 55%–57% front weight bias—Corvette gets closer to 50/50 by taking that entire transmission and moving it to the rear. That shifts a large amount of mass rearward in the vehicle. That helps you get the power to the ground.

DOUG  For Corvette you get the same kind of setup, with the rear transaxle, and our Short/Long Arm suspension, whether it’s the street car or the race car. Some of our competitors don’t have that on their street car, but the rules allow them to go at it with their race car.

HARLAN  Magnetic Selective Ride Control™ is one of the fastest-reacting technologies available for variable suspension. It’s available on every 2012 Corvette model. On the Z06, it’s available two ways, either on its own or with the Z07 Package which combines that with the ceramic brakes and the PS Cup tires. And it’s standard on the ZR1.

DOUG  It really gives you the best of both worlds, since the shock absorber has an enormous amount of authority. Basically going from no damping to almost solid, it gives you the ability to computer-control the behavior of the suspension in ways that we never imagined we could do years ago. So you combine an extremely plush ride, for daily driving, or you can tie the car down and do all sorts of trick things for the track when you’re doing performance driving.

TADGE  On Z06 and ZR1, with Magnetic Selective Ride Control you get Performance Traction Management, which is basically a traction control for the racetrack. So when you’re coming out of the turn you can set it as aggressively as you want, and you can just give it wide-open throttle coming out of the corner, and the car is designed to give you the maximum acceleration it’s capable of.

TOMMY  It’s a heck of a lot of fun.

HARLAN  Launch control is standard on every Corvette with manual transmission. And basically all you have to do when you’re on the track, you put the car in competitive mode, you push the button twice, and you push the clutch in, and wide-open throttle, and then you just let the clutch out and just hang on.

TADGE  It automatically adapts to the surface that you’re on, so it has a closed feedback loop, it looks at how much the tire is slipping and then changes throttling, changes the spark, all the engine management things, to dial down the torque and keep you riding at impending slip, which is the fastest way to accelerate.
HARLAN For 2012 we’ve made some interior improvements to the car. We have a new steering wheel design for better grip. We also have a new seat, designed for more support. And there’s sueded microfiber inserts available.
KIRK It’s a completely modern car, fantastically comfortable with tons of luggage room.
HARLAN One of the things I’m excited about is an available next-generation Bose® premium audio system, which is now up to nine speakers.
KIRK We’ve made a huge improvement to the sound system.
HARLAN It’s an all-new system, reequalized, with new bass speakers and ND technology with ten-inch woofers in the doors.
TOMMY Of course the engine makes the best noise.
TADGE Yes, Corvette has a smart dual-mode exhaust.
TOMMY Smart exhaust?
TADGE It’s a vacuum-actuated valve that sits behind the muffler. Back pressure goes down, noise level goes up, and it’s all music.
KIRK Dual-mode exhaust is optional on coupe and convertible and on Grand Sport. It’s standard on Z06 and ZR1. It gives you six more horsepower!
HARLAN Yep, the dual-mode exhaust actually gives you horsepower, gives you torque. So it has some real functional benefit. But it’s almost like the Magnetic Selective Ride Control™ where it creates a car with a dual personality. As a daily driver, when you don’t have your foot in too much, it gives you a nice burble in the background. But once you get on it and the tach swings past 3000, those valves open up and it sounds like it’s turned into the race car.
KIRK One thing we’ve been doing—and enthusiasts appreciate this—is adding to the ways you can personalize your Corvette. When you look at the options you can get—different wheels, different stitching colors, different brake caliper colors—it really adds to the Corvette experience.

HARLAN We ask ourselves: What can we do to excite the Corvette enthusiasts and make a more desirable sports car?

DOUG When the customer tells you what he wants, he wants it now. You have to have that integration to be able to do this thing not in years, but in months.

SETTLE IN, AND ENJOY YOUR SPECIALLY EQUIPPED CORVETTE. A NEW RACE-INSPIRED LEATHER AND SUEDED MICROFIBER-APPOINTED SEAT FEATURES SUPPORTIVE BOLSTERS TO KEEP YOU COMFORTABLY PLANTED. 2 DIAL IN PRECISE DAMPING CHARACTERISTICS FOR YOUR DRIVING STYLE AND ROAD CONDITIONS; THANKS TO THE MAGNETIC SELECTIVE RIDE CONTROL. 3 A NEW NINE-SPEAKER BOSE PREMIUM AUDIO SYSTEM WITH A TWELVE-MONTH SUBSCRIPTION OF SIRIUSXM SATELLITE RADIO® PRODUCES SOUND AS POWERFUL AND REFINED AS THE CAR. 4 WHY DO RACERS LOVE SUEDED MICROFIBER ACCENTS? THEY ARE EASY TO GRIP, SOFT, NOT SLICK OR STICKY. 5 NAVIGATE WITH EASE USING A NAV® RADIO® EQUIPPED WITH ONSTAR® DIRECTIONS & CONNECTIONS® STANDARD FOR SIX MONTHS. BLUETOOTH® HANDS-FREE CALLING FOR SELECT PHONES KEEPS YOUR HANDS ON THE WHEEL. 6 GEAR UP USING RACING-INSPIRED STEERING WHEEL-MOUNTED PADDLE SHIFTERS. 7 A HEAD-UP DISPLAY PROJECTS CRITICAL INFO ONTO YOUR WINDSHIELD, ALLOWING YOU TO KEEP LOOKING AHEAD. 8 GET A GRIP—THE CORVETTE DRIVER’S GRIP PUTS MORE POWER AND CONTROL IN YOUR HANDS.

1 Requires a subscription sold separately by SiriusXM after trial period. Available in the 48 contiguous United States and Washington, D.C. Visit siriusxm.com for details. 2 Map coverage excludes Puerto Rico, the Virgin Islands and portions of Canada. 3 Services vary by model and conditions. Visit onstar.com for coverage map, details and system limitations. 4 Go to gm.com/bluetooth to find out which phones are compatible with the vehicle.
**Tadge**  For Grand Sport, we set an engineering challenge: 4:1:26. That’s a 0-to-60 time under four seconds, a skid pad result of at least 1.0g, and highway fuel efficiency of 26 miles per gallon. That’s the EPA estimate.

**Harlan**  And you did it. Truly remarkable. A lot of things done specifically for the Z06 to make that car a strong performer were added to the Grand Sport. So it has the wider tires, it has the larger brakes, 6-piston front, 4-piston rear, and it has different gear ratios. So with the LS3 engine, we’re able to get 430 horsepower, and a 0-to-60 time under four seconds—3.95 seconds. Also, because of the wide tires and the larger stabilizer bars, the car does over 1.0g on the skid pad. And it still maintains that 26 miles per gallon highway rating. If you want an all-around Corvette, the Grand Sport gives you a great combination of performance, handling and efficiency, and we think those numbers, you know, that acceleration, that skid pad, and that fuel economy.\(^1\)

**Kirk**  You can see the performance when you look at the car, even before you drive it. Grand Sport, as well as all the rest of the uplevel Corvette models, have performance features like rear brake cooling. It starts with a visible duct on the rear quarter panel. So it gives you a design element that looks different, looks very performance oriented. The ductwork routes from the opening on the surface around the tire and then points that cool air toward the rear brakes, helping to keep them cool, so lap after lap, if you’re on the track, they stay cool, and the brake feels consistent and very powerful.

\(^1\) EPA-estimated MPG 16 city/26 highway.
GRAND SPORT COUPE  VELOCITY YELLOW TINTCOAT (EXTRA-COST COLOR)  AVAILABLE GRAND SPORT HERITAGE PACKAGE
HARLAN The Performance Build Center isn’t like a typical assembly line. A single skilled craftsman moves the engine from station to station, hand-fitting the exotic components—the forged steel crank, forged titanium connecting rods, flat-top aluminum pistons, titanium intake valves, hollow stem sodium-filled exhaust valves and dry-sump oiling system. All stuff that was inspired by racing, where lightweight yet strong components are essential.

TADGE At one station, the forged crankshaft is lowered into the engine block. At another, the camshaft is installed. The crank and cam are torque-tested. A computer-controlled torque wrench tightens nearly every nut and bolt on the engine, and every torque is recorded. So you’ve got very tight control over the assembly. An engine cannot proceed to the next station if it fails a computer test, and the builder can pull an engine off the line if he spots something that’s not perfect. The completed engine is briefly run through a portion of its rpm range, with horsepower and torque values recorded for quality control. A computer determines whether weights need to be added to the damper or flywheel for balance.

HARLAN After balancing, the engine is dynoed for about 20 minutes at full output. When the three-and-a-half-hour engine build is complete, you’ll know exactly who built your engine. The craftsman’s name is on it.

WITH THE Z06 OR ZR1, YOU HAVE THE OPTION OF TRAVELING TO THE PERFORMANCE BUILD CENTER IN WIXOM, MI, AND HAND-ASSEMBLING YOUR CAR’S LS7 OR LS9 ENGINE. IT’S CALLED THE CORVETTE ENGINE BUILD EXPERIENCE AT THE PERFORMANCE BUILD CENTER. EACH CORVETTE ENGINE IS HAND-BUILT BY A SINGLE SKILLED CRAFTSMAN WITH THEIR SUPERVISION AND SUPPORT. YOUR ENGINE CAN BE BUILT WITH YOUR VERY OWN HANDS. ONCE YOUR BUILD IS COMPLETE, THE ENGINE IS TESTED AND CERTIFIED. THEN YOU CAN OPT TO WATCH YOUR CORVETTE AS IT’S BEING ASSEMBLED IN BOWLING GREEN, KY, AND EVEN TAKE DELIVERY OF IT AT THE NATIONAL CORVETTE MUSEUM.

WE DON’T JUST BUILD CARS. WE BUILD DREAMS.
One hundred years ago, a race car driver named Louis Chevrolet cofounded a car company bearing his name. To mark that anniversary, a Chevrolet Centennial Special Edition is available on all 2012 Corvette models.

The Chevrolet Centennial Edition with Centennial Satin Black Cast Aluminum Wheels and Satin Black Graphics of Louis Chevrolet appear on 1 The Steering Wheel Hub, 2 The Bodyside, 3 Wheel Center Caps, and 4 Embossed on the Seat Head Restraints is the Centennial Logo. The Instrument Panel and doors are wrapped in ebony leather appointments with contrasting red stitching and Sueded Microfiber on the seats, steering wheel and shifter. The Centennial Special Edition Package also includes Magnetic Selective Ride Control, one of the world’s fastest-reacting suspension technologies.
COUPE

ENGINE LS3 6.2L V8
TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters
BORE AND STROKE 4.06 x 3.62 COMPRESSION RATIO 10.7:1
HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)
TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)
REDLINE 6500 rpm AXLE RATIO 3.42:1 manual; 2.56:1 automatic
QUARTER MILE 12.6 seconds @ 115 mph
TOP SPEED 190 mph SKID PAD (MAX. LATERAL ACCELERATION) 0.92g
BRAKING SYSTEM Power-assisted 4-wheel ventilated disc with Bosch® ABS
BRAKING DISTANCE 60 to 0 in 116 ft.
CURB WEIGHT 3,225 lbs.
POWER-TO-WEIGHT 7.5:1 (curb weight/hp)
WEIGHT DISTRIBUTION 51/49 DRAG COEFFICIENT 0.286
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles

CONVERTIBLE

ENGINE LS3 6.2L V8
TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters
BORE AND STROKE 4.06 x 3.62 COMPRESSION RATIO 10.7:1
HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)
TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)
REDLINE 6500 rpm AXLE RATIO 3.42:1 manual; 2.56:1 automatic
QUARTER MILE 12.6 seconds @ 115 mph
SKID PAD (MAX. LATERAL ACCELERATION) 0.92g
BRAKING SYSTEM Power-assisted 4-wheel ventilated disc with Bosch ABS
BRAKING DISTANCE 60 to 0 in 116 ft.
CURB WEIGHT 3,239 lbs.
POWER-TO-WEIGHT 7.5:1 (curb weight/hp)
WEIGHT DISTRIBUTION 51/49
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles

GRAND SPORT COUPE

ENGINE LS3 6.2L V8
TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with dry-sump oil system on manual versions
BORE AND STROKE 4.06 x 3.62 COMPRESSION RATIO 10.7:1
HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)
TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)
REDLINE 6500 rpm AXLE RATIO 3.42:1 manual; 2.73:1 automatic
QUARTER MILE 12.3 seconds @ 117 mph
SKID PAD (MAX. LATERAL ACCELERATION) 1.0g
BRAKING SYSTEM 4-wheel ventilated, cross-drilled cast iron rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS
BRAKING DISTANCE 60 to 0 in 113 ft.
CURB WEIGHT 3,330 lbs.
POWER-TO-WEIGHT 7.7:1 (curb weight/hp)
WEIGHT DISTRIBUTION 51/49 DRAG COEFFICIENT 0.34
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles
GRAND SPORT CONVERTIBLE

ENGINE LS3 6.2L V8 TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters
BORE AND STROKE 4.06 x 3.62 COMPRESSION RATIO 10.7:1
HORSEPOWER 430 @ 5900 rpm (436 w/dual-mode exhaust)
TORQUE 424 lb.-ft. @ 4600 rpm (428 w/dual-mode exhaust)
REDLINE 6500 rpm AXLE RATIO 3.42:1
QUARTER MILE 12.3 seconds @ 117 mph
SKID PAD (MAX. LATERAL ACCELERATION) 1.0g
BRAKING SYSTEM 4-wheel ventilated, cross-drilled cast iron rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS BRAKING DISTANCE 60 to 0 in 113 ft.
CURB WEIGHT 3,311 lbs.
POWER-TO-WEIGHT 7.6:1 (curb weight/hp)
WEIGHT DISTRIBUTION 51/49
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 16/26 manual; 15/25 auto
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL/AUTO) 468/450 miles

Z06

ENGINE LS7 7.0L (427 CID) V8 TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with dry-sump oil system
BORE AND STROKE 4.125 x 4.0 COMPRESSION RATIO 11.0:1
HORSEPOWER 505 @ 6300 rpm
TORQUE 470 lb.-ft. @ 4800 rpm
REDLINE 7000 rpm AXLE RATIO 3.42:1
O TO 60 3.7 seconds QUARTER MILE 11.7 seconds @ 125 mph
TOP SPEED 198 mph NÜRBURGRING LAP TIME 7:22.7
SKID PAD (MAXIMUM/STANDARD LATERAL ACCELERATION) 1.13g (with Z07)/1.04g
BRAKING SYSTEM 4-wheel ventilated, cross-drilled cast iron rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS BRAKING DISTANCE 60 to 0 in 103 ft. (with Z07)
CURB WEIGHT 3,199 lbs.
POWER-TO-WEIGHT 6.3:1 (curb weight/hp)
WEIGHT DISTRIBUTION 50/50 DRAG COEFFICIENT 0.34
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 15/24 manual
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL) 432 miles

ZR1

ENGINE LS9 6.2L supercharged V8
TYPE 90-degree pushrod, 16-valve V8, aluminum block and heads, hydraulic lifters with dry-sump oil system
BORE AND STROKE 4.06 x 3.62 COMPRESSION RATIO 9.1:1
HORSEPOWER 638 @ 6500 rpm
TORQUE 604 lb.-ft. @ 3800 rpm
REDLINE 6500 rpm AXLE RATIO 3.42:1
O TO 60 3.4 seconds QUARTER MILE 11.3 seconds @ 131 mph
TOP SPEED 205 mph NÜRBURGRING LAP TIME 7:19.6
SKID PAD (MAXIMUM/STANDARD LATERAL ACCELERATION) 1.13g (with PDE)/1.05g
BRAKING SYSTEM Brembo® 4-wheel ventilated, cross-drilled carbon ceramic matrix rotors with 6-piston front calipers and 4-piston rear calipers with Bosch ABS BRAKING DISTANCE 60 to 0 in 103 ft. (with PDE)
CURB WEIGHT 3,353 lbs.
POWER-TO-WEIGHT 5.2:1 (curb weight/hp)
WEIGHT DISTRIBUTION 51/49 DRAG COEFFICIENT 0.35
EPA-ESTIMATED FUEL ECONOMY (MPG CITY/HWY) 14/21 manual
MAXIMUM HIGHWAY CRUISING RANGE (MANUAL) 378 miles
## STANDARD AND INCREMENTAL EQUIPMENT

### COUPE/CONVERTIBLE/GRAND SPORT

<table>
<thead>
<tr>
<th>Model</th>
<th>Equipped Standard</th>
<th>Equipped Options</th>
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</thead>
<tbody>
<tr>
<td>ILT</td>
<td>6.2-liter LS3 V8 engine, 430 horsepower</td>
<td>6-speed manual transmission with launch control, Active Handling System, traction control, ABS and cruise control, Larger cross-drilled brake rotors with six-piston front and four-piston rear calipers (Grand Sport)</td>
</tr>
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</table>

### Z06

<table>
<thead>
<tr>
<th>Model</th>
<th>Equipped Standard</th>
<th>Equipped Options</th>
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### ZR1

<table>
<thead>
<tr>
<th>Model</th>
<th>Equipped Standard</th>
<th>Equipped Options</th>
</tr>
</thead>
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1 Always use safety belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner’s Manual for more safety information. 2 Visit onstar.com for details and system limitations. Services vary by model and conditions. Required a subscription sold separately by SiriusXM after trial period. Available in the 48 contiguous United States and Washington, D.C. Visit siriusxm.com for details. 4 RDS functions only where stations broadcast RDS information. 5 Go to gm.com/bluetooth to find out which phones are compatible with the vehicle. 6 Map coverage excludes Puerto Rico, the Virgin Islands and portions of Canada. 7 Not compatible with all devices. 8 These tires are designed for ultimate dry warm weather performance and have reduced treadwear rating. Refer to Tires paragraph in the Important Information section for more details. Requires available Magnetic Selective Ride Control. Available on Grand Sport only. Not available on convertible. Requires available larger cross-drilled brake rotors for coupe and convertible. Requires available Z07 Ultimate Performance Package for Z06. Also includes Goodyear® Eagle® F1 Supercar GEN3 tires on Grand Sport models when ordered with 6-speed manual transmission. Requires available Magnetic Selective Ride Control. Chevrolet Centennial Special Edition only. Interim availability. 10 Extra-cost color.
### AVAILBLE OPTIONS

<table>
<thead>
<tr>
<th>COUPE/CONVERTIBLE/GRAND SPORT</th>
<th>STANDARD</th>
<th>AVAILABLE</th>
<th>NOT AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevrolet Centennial Special Edition</td>
<td>Black Carbon Flash Metallic paint, Centennial black wheels, red brake calipers, black exterior stripes, specific exterior and interior badging, suede microfiber seat inserts, suede microfiber-wrapped steering wheel and shifter, red custom stitching, and Magnetic Selective Ride Control</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Z07 Ultimate Performance Package for Z06</td>
<td>Brembo ceramic brake calipers, lightweight black cup wheels, Michelin® Pilot® Sport PS Cup Tires™, Magnetic Selective Ride Control and enhanced cooling and black full-width spoiler</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>PDE ZR1 High Performance Package</td>
<td>Lightweight black cup wheels, Michelin Pilot PS Cup Tires, 6-speed close-ratio transmission and black full-width spoiler</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Grand Sport Heritage Package</td>
<td>Hash-mark stripe fender graphics and two-tone leather seats with head restraint embroidery</td>
<td>-</td>
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<tr>
<td>Roof Panel: Transparent</td>
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<td>-</td>
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<tr>
<td>Roof Package: Body-color roof panel and transparent roof panel</td>
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<td>-</td>
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<tr>
<td>CFZ Carbon Fiber Package</td>
<td>Black painted carbon-fiber roof, rockers and splitter, and body-color ZR1-style spoiler</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Carbon-fiber hood</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Black Grand Sport fender badging</td>
<td>-</td>
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</tr>
<tr>
<td>Custom Brake Caliper Colors: Available in Red, Gray, Silver, Yellow</td>
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<tr>
<td>Larger cross-drilled brake rotors for coupe and convertible</td>
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<tr>
<td>Brembo Ceramic Brakes</td>
<td>-</td>
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</tr>
<tr>
<td>Dual-mode performance exhaust</td>
<td>-</td>
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<tr>
<td>Magnetic Selective Ride Control with Tour and Sport modes; includes larger cross-drilled brake rotors on coupe and convertible</td>
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<tr>
<td>Performance Traction Management</td>
<td>-</td>
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</tr>
<tr>
<td>Six-speed Paddle Shift Automatic Transmission</td>
<td>-</td>
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</tr>
<tr>
<td>Battery Protection Package</td>
<td>-</td>
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<tr>
<td>Head restraints: Embroidered with crossed-flags design</td>
<td>-</td>
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<tr>
<td>Two-tone seats with crossed-flags embroidery (except Ebony 4LT)</td>
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</tr>
<tr>
<td>Custom leather stitching in red, yellow and blue</td>
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</tr>
<tr>
<td>Corvette Engine Build Experience</td>
<td>-</td>
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<tr>
<td>Museum Delivery</td>
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</tbody>
</table>

### RECOMMENDED COLOR COMBINATIONS

#### COUPE/CONVERTIBLE/GRAND SPORT (LT, 2LT, 3LT)

<table>
<thead>
<tr>
<th>EXTERIOR COLORS</th>
<th>EBONY</th>
<th>CASHMERE-COLOR</th>
<th>TITANIUM GRAY</th>
<th>RED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Flash Metallic</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cyber Gray Metallic</td>
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<tr>
<td>Supersonic Blue Metallic</td>
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</tr>
<tr>
<td>Crystal Red Tintcoat</td>
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<tr>
<td>Torch Red</td>
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<tr>
<td>Inferno Orange Metallic</td>
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<tr>
<td>Velocity Yellow Tintcoat</td>
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<tr>
<td>Carlisle Blue Metallic</td>
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<tr>
<td>Blade Silver Metallic</td>
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<tr>
<td>Arctic White</td>
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</tbody>
</table>

#### Z06 (ILZ, 2LZ): ZR1 (2ZR)

<table>
<thead>
<tr>
<th>EXTERIOR COLORS</th>
<th>EBONY WITH RED ACCENTS</th>
<th>EBONY</th>
<th>EBONY WITH CASHMERE-COLOR ACCENTS</th>
<th>EBONY WITH TITANIUM-COLOR ACCENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Flash Metallic</td>
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<tr>
<td>Cyber Gray Metallic</td>
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<td>Supersonic Blue Metallic</td>
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<td>Inferno Orange Metallic</td>
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<td>Velocity Yellow Tintcoat</td>
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<tr>
<td>Arctic White</td>
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</tbody>
</table>

#### COUPE/CONVERTIBLE/GRAND SPORT (4LT): Z06 (ILZ), ZR1 (2ZR)

<table>
<thead>
<tr>
<th>EXTERIOR COLORS</th>
<th>EBONY</th>
<th>CASHMERE-COLOR</th>
<th>TITANIUM GRAY</th>
<th>RED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Flash Metallic</td>
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<td>Cyber Gray Metallic</td>
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<td>Velocity Yellow Tintcoat</td>
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<td>Arctic White</td>
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#### 4LT CONVERTIBLE TOP COLORS | STANDARD | EBONY | CASHMERE-COLOR | EBONY | DARK TITANIUM-COLOR | EBONY |
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<tr>
<td>Supersonic Blue Metallic</td>
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<td>Torch Red</td>
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<tr>
<td>Inferno Orange Metallic</td>
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<td>Velocity Yellow Tintcoat</td>
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<tr>
<td>Carlisle Blue Metallic</td>
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<tr>
<td>Blade Silver Metallic</td>
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<tr>
<td>Arctic White</td>
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</tr>
</tbody>
</table>
EXTERIOR PAINT
1 Carbon Flash Metallic
2 Cyber Gray Metallic
3 Supersonic Blue Metallic
4 Crystal Red Tintcoat
5 Torch Red
6 Inferno Orange Metallic
7 Velocity Yellow Tintcoat
8 Carlisle Blue Metallic
9 Blade Silver Metallic
10 Arctic White

INTERIOR APPOINTMENTS
11 Ebony Leather
12 Titanium Gray Leather
13 Cashmere-Color Leather
14 Red Leather
15 Dark Titanium-Color Leather
CONVERTIBLE TOPS
16 Beige
17 Blue
18 Gray
Black¹

STITCHING
19 Yellow
Red²
Blue³

HEADLAMP SURROUNDERS
20 Black
Blade Silver Metallic⁴
Cyber Gray Metallic⁴

CONCEPT JAKE GRAND SPORT COUPE  YELLOW BRAKE CALIPERS  COMPETITION GRAY WHEELS
FULL-WIDTH SPOILER  GT1 CHAMPIONSHIP EDITION JAKE HOOD DECAL  WINDSHIELD DECAL

THE DRIVE AND DETERMINATION OF THE CORVETTE RACING PROGRAM HAS MORPHED INTO SOMETHING OF AN ICON. “JAKE,” THE TEAM MASCOT, FIRST APPEARED ON TEAM HELMETS AND CARS, AND WAS THE INSPIRATION BEHIND A CONCEPT CAR THAT DEBUTED AT THE 2011 SEMA SHOW. NOW ENTHUSIASTS HAVE THE OPPORTUNITY TO BRING JAKE ALONG WITH SEVERAL NEW GENUINE CORVETTE ACCESSORIES: OF COURSE, JAKE ISN’T THE ONLY WAY TO PERSONALIZE DEALER-INSTALLED ACCESSORIES ARE AVAILABLE TO HELP GIVE YOUR CORVETTE THAT FINISHING TOUCH. 21 GT1 CHAMPIONSHIP EDITION JAKE HOOD DECAL  22 JAKE CONSOLE COVER  23 TECH PATTERN ENGINE COVER  24 JAKE UNDERHOOD LINER  25 JAKE FLOOR MATS  26 STAINLESS STEEL PEDAL COVERS  27 ACCESSORY SHIFT KNOB AND BOOT WITH YELLOW STITCHING  28 JAKE WHEEL CENTER CAP LOGO

¹Chevrolet Centennial Special Edition only
²Interim availability
³Extra-cost color
⁴Also available, but not pictured
⁵Required for Chevrolet Centennial Special Edition

See dealer for recommended color combinations. Extra-cost customized color combinations available.
WHEELS
1. Five-spoke aluminum wheel for Grand Sport Coupe and Convertible, shown in Silver finish; also available in Chrome and Competition Gray.
2. Black Cup wheel for Z06 with Z07 and ZR1 with PDE Package; also available in machined finish.
3. 20-spoke aluminum wheel for ZR1 shown in available Chrome; also available in Silver finish and Competition Gray.
4. Cup wheel in black with red stripe; included with Z06 and ZR1 with Chevrolet Centennial Special Edition.
5. Five-spoke aluminum wheel for Grand Sport Coupe and Convertible, shown in Competition Gray; also available in Silver finish and Chrome.
6. Machined-finish Cup wheel available on Z06 with Magnetic Selective Ride Control, Z06 with Z07 Package, ZR1 with PDE Package, Z06 and ZR1 Chevrolet Centennial Special Edition.
7. Five-spoke aluminum wheel for coupe and convertible shown in machined finish; also available in Silver finish, Chrome and Competition Gray.
8. COLOR CALIPERS
   8. Larger cross-drilled brake rotors with silver calipers.
   9. Larger cross-drilled brake rotors with gray calipers.
   10. Brembo® carbon ceramic brakes with red calipers.
   12. Brembo carbon ceramic brakes with blue calipers (ZR1 only).

1. Requires available larger cross-drilled brake rotors on coupe and convertible. Brembo carbon ceramic brakes available on Z06 with Z07 Package and ZR1.
AVAILABLE CUP WHEELS WITH MACHINED FINISH

Z06 BLADE SILVER METALLIC AVAILABLE CFZ CARBON FIBER PACKAGE AVAILABLE MAGNETIC SELECTIVE RIDE CONTROL AVAILABLE YELLOW CALIPERS
IMPORTANT INFORMATION

100,000-MILE/5-YEAR TRANSFERABLE POWERTRAIN LIMITED WARRANTY. Every 2012 Chevy passenger car, light-duty truck, SUV and crossover comes with a 100,000-mile/5-year (whichever comes first) transferable Powertrain Limited Warranty. Plus, you get 100,000 miles/5 years (whichever comes first) of the 24/7 Roadside Assistance Program, the Courtesy Transportation Program, and much more. See dealer for details.

NEW VEHICLE LIMITED WARRANTY. GM vehicles registered in the U.S.A. are covered for 36,000 miles/3 years (whichever comes first). The complete vehicle is covered, including tires, towing to your nearest Chevrolet dealership and cosmetic corrosion resulting from defects. Repairs will be made to correct any vehicle defect, and most warranty repairs will be made at no charge. In addition, rust-through corrosion will be covered for 100,000 miles/6 years (whichever comes first). See dealer for details.

AN IMPORTANT NOTE ABOUT ALTERATIONS AND WARRANTIES. Installations or alterations to the original GM-equipment vehicle (or chassis) are not covered by the General Motors New Vehicle Limited Warranty. The special body company, assembler, equipment installer or upfitter is solely responsible for warranties on the body or equipment and any alterations (or any effect of the alterations) to any of the parts, components, systems or assemblies installed by GM. General Motors is not responsible for the safety or quality of design features, materials or workmanship of any alterations by such suppliers.

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TIRES. Corvette is equipped with run-flat Goodyear or Michelin ZP™ tires that eliminate the need for a spare. The tire design enables safe function during and after loss of pressure at a moderate speed. The shorter the distance that you drive with loss of pressure, the need for a spare. The tire design enables safe function during and after loss of pressure for some conditions, privacy policy, details and system limitations.

A NOTE ON CHILD SAFETY. Always use safety belts and the correct restraint for your child’s age and size. Even in vehicles equipped with the Passenger Sensing System, children are safer when properly secured in a rear seat in the appropriate infant, child or booster seat. Never place a rear-facing infant restraint in the front seat of any vehicle equipped with a passenger air bag. See the Owner’s Manual and child safety seat instructions for more safety information.

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GENUINE CORVETTE ACCESSORIES (CHEVY.COM/CORVETTE). Enhance the appearance or extend the functionality of your Corvette Coupe, Convertible, Grand Sport, Z06 or ZR1. Genuine Corvette Accessories are covered by the New Vehicle Limited Warranty and designed for performance, durability and safety. Genuine Corvette Accessories permanently installed at the time of new vehicle delivery are covered under the New Vehicle Limited Warranty. If installed after delivery, coverage (parts and labor) is for the balance of the New Vehicle Limited Warranty or a minimum of 12 months/12,000 miles (whichever comes first). See your Chevrolet dealer or visit chevrolet.com/corvette.

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OWNERSHIP EXTRAS

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GRAND SPORT COUPE  ARCTIC WHITE  AVAILABLE COMPETITION GRAY WHEELS