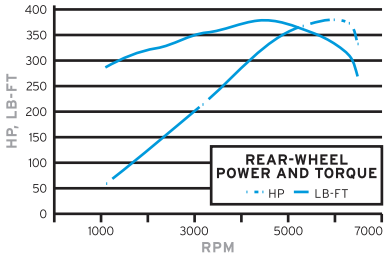
2014 CHEVROLET CORVETTE STINGRAY

SPECIFICATIONS

VEHICLE TYPE: front-engine, rear-wheel-drive, 2-passenger, 2-door targa
PRICE AS TESTED $66,575
BASE PRICE $51,995
ENGINE TYPE: pushrod 16-valve V-8, aluminum block and heads, direct fuel injection
DISPLACEMENT ..... 376 cu in, 6162 cc
POWER ..... 460 hp @ 6000 rpm
TORQUE ..... 465 lb-ft @ 4600 rpm
TRANSMISSION ..... 7-speed manual



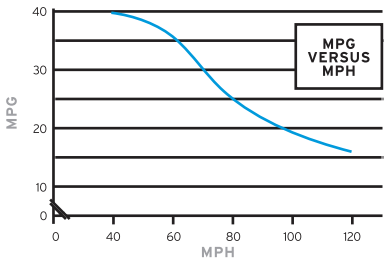
WHEELBASE ..... 106.7 in
LENGTH ..... 176.9 in
WIDTH ..... 73.9 in
HEIGHT ..... 48.6 in
CENTER-OF-GRAVITY HEIGHT ..... 17.5 in
PASSENGER VOLUME ..... 52 cu ft
CARGO VOLUME ..... 15 cu ft
CURB WEIGHT ..... 3436 lb

WARRANTY

3 years/36,000 miles bumper to bumper
5 years/100,000 miles powertrain
3 years/36,000 miles corrosion protection
6 years/100,000 miles rust-through protection
5 years/100,000 miles roadside assistance

MODEL-YEAR CHANGES

2015: OnStar upgraded with 4G LTE and Wi-Fi hotspot; automatic transmission upgraded to eight-speed; Performance Data Recorder option; new carbon-fiber ground-effects package; ZF1 option with Z51 wheels and spoiler only; performance exhaust included with Z51 Performance package.
2016: Minor interior- and exterior-trim changes, new flat-bottomed steering wheel, optional front curb-view parking camera, magnetic-ride-control dampers available without Z51 package, Chevrolet MyLink upgraded to include Apple CarPlay.



PHOTOGRAPHY BY MICHAEL SIMARI; ILLUSTRATIONS BY PETE SUCHESKI

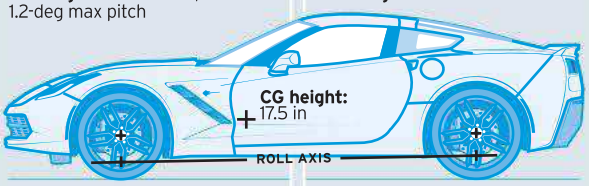


C/D TEST RESULTS

PERFORMANCE	NEW	40,000
ZERO TO 60 MPH	**3.9 sec**	**3.9 sec**
ZERO TO 100 MPH	8.6 sec	8.8 sec
ZERO TO 130 MPH	14.7 sec	15.0 sec
ROLLING START, 5-60 MPH	4.4 sec	4.4 sec
1/4-MILE	**12.2 sec @ 118 mph**	**12.3 sec @ 118 mph**
BRAKING, 70-0 MPH	137 ft	137 ft
ROADHOLDING, 300-FT-DIA SKIDPAD	1.03 g	1.07 g
TOP SPEED *(DRAG LIMITED)*		181 mph
EPA FUEL ECONOMY, CITY/HWY		17/29 mpg
***C/D*-OBSERVED FUEL ECONOMY**		**21 mpg**
UNSCHEDULED OIL ADDITIONS		2 qt
A2 WIND TUNNEL MEASUREMENTS		
DRAG COEFFICIENT		0.37
FRONTAL AREA		21.1 sq ft
DRAG AREA *(Cd x FRONTAL AREA)*		**7.9 sq ft**
DRAG FORCE @ 70 MPH		99 lb
AERO POWER @ 70 MPH		19 hp
AERO POWER @ 100 MPH		54 hp
FRONT-AXLE LIFT @ 100 MPH		36 lb
REAR-AXLE LIFT @ 100 MPH		-51 lb
OPERATING COSTS *(FOR 40,000 MILES)*		
SERVICE *(5 SCHEDULED, 7 UNSCHEDULED)*		$661
NORMAL WEAR		$1708
GASOLINE *(@ $3.38 PER GALLON)*		$6438
NONWARRANTY REPAIRS		
SHIFT-LINKAGE ADJUSTMENT		$252
DAMAGE AND DESTRUCTION		
WINDSHIELD REPLACEMENT		$937
LIFE EXPECTANCIES *(ESTIMATED FROM 40,000-MILE TEST)*		
TIRES		25,000 miles
FRONT BRAKE PADS		100,000 miles
REAR BRAKE PADS		more than 100,000 miles
WHAT BITS AND PIECES COST		
HEADLAMP		$1250
ENGINE AIR FILTER		$100
OIL FILTER		$6
WHEEL *(FRONT/REAR)*		$885/$935
TIRE *(FRONT/REAR)*		$357/$427
WIPER BLADES *(LEFT/RIGHT)*		$12/$12
FRONT BRAKE PADS		$234

Braking: 53% anti-dive, 1.2-deg max pitch

Acceleration: 49% anti-squat
Braking: 90% anti-lift



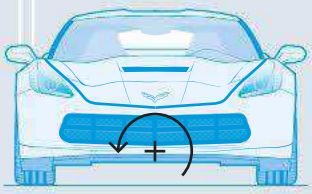
Roll-center height: 2.7 in
Suspension stiffness: 111 lb/in
Load: 1700 lb (49.5%)

Roll-center height: 4.5 in
Suspension stiffness: 160 lb/in
Load: 1736 lb (50.5%)



Steering ratio:
16.8:1 on-center
15.9:1 +/- 90 deg, average

Roll-stiffness distribution:
front 42%, rear 58%
Roll: 1.9 deg/g
Max roll angle: 2.0 deg



GLOSSARY

- **ANTI-DIVE, -LIFT, -SQUAT:** Terms that describe how suspension geometry is configured to counter body movement during acceleration and braking.
- **SUSPENSION STIFFNESS:** The force from acceleration, braking, cornering, or bumps required to deflect each wheel one inch.
- **ROLL CENTER:** A hypothetical point around which the body rolls in corners.
- **ROLL AXIS:** A line connecting front- and rear-suspension roll centers.
- **STEERING RATIO:** Degrees of steering-wheel movement required to change the front wheels' angle one degree.
- **ROLL STIFFNESS:** A car body's resistance to roll in corners; suspension springs, anti-roll bars, and tire sidewalls all contribute to this metric. How this resistance is distributed between the front and rear axles is a major understeer determinant.

K&C data by Morse Measurements, Salisbury, North Carolina.
Road-horsepower data by The Car Guys, Brighton, Michigan.

RANTS AND RAVES

JENNIFER HARRINGTON
This car is such a sweetheart, and its fuel economy still amazes me. And removing the top and putting it back on is an easy, one-person job.

RON SESSIONS
There's still some work to do on the shifter, which has all the finesse of a Lincoln Log in a burlap sack.

CAROLYN PAVIA-RAUCHMAN
I feel as if I could drive this car for hours and hours.

AARON ROBINSON
This car needs seven speeds like it needs square wheels.

ALEXANDER STOKLOSA
I love the way the whole car subtly rocks to the small-block's lumpy idle. On the flip side, driving this car makes me feel like a 50-something divorcé.

JEFF SABATINI
Count me as one who thinks that the replacement engine has not married to the clutch and transmission as seamlessly as the original.

DON SHERMAN
My vote for America's best car. A highly engaging commuter. This is a ride I'd actually stoop to buying.

JARED GALL
I absolutely love this car, but I would never recommend anyone buy one. The only safe course of action is to convince GM to loan you one until it breaks.

ERIK JOHNSON
It still amazes me how easy this thing is to live with in day-to-day traffic.

JULI BURKE
Exhilarating having all the passing power I needed, but I grew weary of the noisy, rough ride.