

1: Chevrolet Corvette (Chevy) Review, Ratings, Specs, Prices, and Photos - The Car Connection

The newest exhibit is you. With its unveiling in , Corvette set the tone for the history of sports cars in America. Become a part of that history by taking delivery of your new Corvette at the National Corvette Museum.

Chevrolet Corvette C2 Corvette Sting Ray coupe The second generation C2 Corvette, which introduced Sting Ray to the model, continued with fiberglass body panels, and overall, was smaller than the first generation. The C2 was later referred to as mid-years. This vehicle had the largest impact on the styling of this generation, although it had no top and did not give away what the final version of the C2 would look like. The Sting Ray featured hidden headlamps, non-functional hood vents, and an independent rear suspension. Options included electronic ignition , the breakerless magnetic pulse-triggered Delcotronic first offered on some Pontiac models. Side exhaust pipes were also optionally available in , and continued to be offered through Other options available on the C2 included the Wonderbar auto-tuning AM radio, AM-FM radio mid , air conditioning late , a telescopic steering wheel , and headrests The model featured restyled fender vents, less ornamentation, and back-up lamps which were on the inboard in were now rectangular and centrally located. The first use of all four taillights in red started in and was continued thru the C-2 line-up except for the The and subsequent models continuing on all Corvettes since. Concerned about Ford and what they were doing with the Shelby Cobra , GM planned to manufacture Grand Sport Corvettes, but only five were actually built. Foyt , Jim Hall , and Dick Guldstrand among others. Today the five cars are all held by private owners, and are among the most coveted and valuable Corvettes ever built. C3 coupes featured the first use of T-top removable roof panels. This was also the first time that a Corvette was used as a Pace Car for the Indianapolis The ZR-1 special package was an option available on the through model years, and included the LT-1 engine combined with special racing equipment. The LS5 cu in 7. Corvette Sting Ray detail. The Sting Ray nameplate was not used on the model, but Chevrolet still referred to the Corvette as a Sting Ray; however, the through models used the " Stingray " name as one word, without the space. The optional wire-spoked wheel covers left were offered for the last time in Only 45 Z07 were built in From onwards both the front and rear bumpers were polyurethane. For 15 model years the names Corvette, Sting Ray, and Stingray were synonymous. The black exterior color returned after a six-year absence. Sales have trended downward since then. After several years of weight increases, Corvettes were lighter as engineers trimmed both body and chassis weight. Louis, Missouri to Bowling Green, Kentucky where all subsequent Corvette generations have been built since , and several two-tone paint options were offered. The models were the last available with a manual transmission until well into the production run. In , a fuel-injected engine returned, and a final C3 tribute Collectors Edition featured an exclusive, opening rear window hatch. Production was to begin for the model year but quality issues and part delays resulted in only 43 prototypes for the model year being produced that were never sold. Later this only surviving prototype was removed, restored and is now on public display at the National Corvette Museum in Bowling Green, Kentucky. It is still owned by GM. Eight other Corvettes were severely damaged. The new one piece targa top had no center reinforcement. A new electronic dashboard with digital liquid crystal displays for the speedometer and tachometer was standard. It was designed to help the Corvette meet U. The transmission proved to be problematic and was replaced by a modern ZF 6-speed manual transmission in It was the first convertible Corvette since While the color of the pace car used in the race was yellow, all convertibles also had an Indy emblem mounted on the console, making any color a "pace car edition". In , the B2K twin-turbo option became available from the factory. The B2K option coexisted from to with the ZR-1 option, which then replaced it. Each of these featured a special badge with an identification number mounted next to the gear selector, and were finished with a white exterior, wheels, and interior. The convex rear fascia that set the ZR-1 apart from the base model was now included on L98 Corvettes, making the styling of the expensive ZR-1 even closer to that of the base cars. This engine featured reverse-flow cooling the heads were cooled before the block , which allowed for a higher compression ratio of A new distributor was also debuted. Called "Optispark", the distributor was driven directly off the front of the camshaft and mounted in front of the timing cover, just above the crankshaft and harmonic balancer. The

traction control device could be switched off if desired. Production of the ZR-1 ended in , after 6, cars had been built. The Grand Sport moniker was a nod to the original Grand Sport model produced in A total of 1, GS Corvettes were produced, as coupes and as convertibles. The Grand Sport came only in Admiral Blue with a white stripe down the middle, and black wheels and two red stripes on the front left wheel arch. The list of all new innovations include: This was done to improve CD. Starting with the C5 Z06, and then carried through the C6 and C7 models the chassis tunnel cover thickness was increased to aid rigidity from the relatively thin Base C5. The C6 tunnel plate actually mounts perfectly to the C5 model for an easy upgrade. The C7 has adjusted some of its welding patterns and thickness points to. ALL new LS1 aluminum engine Gen IV small block ; it featured individual coil packs instead of a distributor cap and rotor, aluminum block and pistons, a very deep skirt design for increased durability, and many other technical and manufacturing innovations. The new engine, combined with the new body and its low 0. One concept for the FRC was for it to be a stripped-down model with a possible V6 engine nicknamed in-house as the "Billy Bob". Using the much more rigid fixed roof design allowed the Z06 unprecedented handling thanks to upgraded brakes and less body flex. GM did give the C6 a nice face lift; reducing the exterior body overhangs for a noticeably overall reduction in outward dimension. The front headlights were also redone, deleting the traditional "pop-up" headlights, and thereby shedding a few more parts off of the list that could cause quality problems. Beyond that, the majority of the C6 difference focused upon a concerted effort to upgrade the interior quality. Some are quick to point to a change in wheelbase between the C5 and C6, but here again it was smoke and mirrors. The change was necessitated by the use of a different automatic transmission which resulted in the rear linkage points being relocated; thus presenting a "longer" wheelbase. With that said the C6 DID bring a new, higher level of interior sophistication and quality above the C5. As a result of the upgraded interior, the C6 had a slight increase in passenger hip room. The increased displacement of the 6. This feature helps the C6 avoid the Gas Guzzler Tax by achieving better fuel economy. It has a 7. This dropped weight from to pounds while improving chassis stiffness. The 6-speed manual transmission also has improved shift linkage and a 0â€”60 time of 4. The interior was slightly updated and a new 4LT leather-wrap interior package was added. The wheels were also updated to a new five-spoke design. The LS9 engine was the most powerful to be put into a GM production sports car. The new model was basically an LS3 equipped Z06 with a steel frame instead of aluminum. It retained many of the features of the Z06 including a wide body with 18x9. The first three gears were also made shorter for better throttle response and faster acceleration.

2: Chevrolet Corvette (C1) - Wikipedia

The Chevrolet Corvette, known also as the Vette or Chevy Corvette, is a front engine, rear drive, two-door, two-passenger sports car manufactured and marketed by Chevrolet across more than sixty years of production and seven design generations.

Production began six months later. The car is now located at the Kerbeck Corvette museum in Atlantic City and is believed to be the oldest Corvette in existence. McLean mandated off-the-shelf mechanical components, and used the chassis and suspension design from the "Chevrolet passenger vehicles. It had a inch wheelbase. Output was horsepower kilowatts. Because there was currently no manual transmission available to Chevrolet rated to handle HP, a two-speed Powerglide automatic was used. During the last half of , Corvettes were to a large degree, hand-built on a makeshift assembly line that was installed in an old truck plant in Flint, Michigan [2] while a factory was being prepped for a full-scale production run. The outer body was made out of then-revolutionary glass fiber reinforced plastic material. Although steel shortages or quotas are sometimes mentioned as a factor in the decision to use fiberglass, no evidence exists to support this. In calendar years and Chevrolet produced nearly 2 million steel bodied full-size passenger cars and the intended production volume of 10, Corvette for was only a small fraction of that. He presented a paper to the Society of Automotive Engineers in regarding the development of the body. The body on the show model was made of reinforced plastic purely as an expedient to get the job done quickly. Although we were going ahead with the building of an experimental plastic body in order to get a car rolling for chassis development work " at the time of the Waldorf Show, we were actually concentrating body-design-wise on a steel body utilizing Kirksite tooling for the projected production of 10, units during the model year. It was some time later that we decided to produce this quantity in reinforced plastic. About this time, some doubt was expressed that we should build the model of steel. People seemed to be captivated by the idea of the fiberglass plastic body. Furthermore, information being given to us by the reinforced plastic industry seemed to indicate the practicality of fabricating plastic body parts for automobiles on a large scale. A 55 degree raked windshield was made of safety glass, while the license plate holder was set back in the trunk, covered with a plastic window. Even so, the Ford-Chevrolet rivalry in those days demanded GM not appear to back down from the challenge. The original concept for the Corvette emblem incorporated an American flag into the design, but was changed well before production since associating the flag with a product was frowned upon. The cars were essentially hand-built and techniques evolved during the production cycle, so that each Corvette is slightly different. All models had Polo White exteriors, red interiors, [10] and black canvas soft tops. Order guides showed heaters and AM radios as optional, but all models were equipped with both. Over two hundred Corvettes are known to exist today. Louis ready to build 10, Corvettes annually. However, negative customer reaction in and early models caused sales to plummet. New colors were available, but the six-cylinder engine and Powerglide automatic, the only engine and transmission available, were not what sports car enthusiasts expected. All had red interiors, except for those finished in Pennant Blue which had a beige interior and beige canvas soft top. Order guides listed several options, but all options were "mandatory" and all Corvettes were equipped the same. In the October issue of Popular Mechanics there was an extensive survey of Corvette owners in America. The surprising finding was their opinions in comparison to foreign sports cars. While many were well pleased with the Corvette, they did not consider it as a true sports car. The principal complaint of the surveyed owners was the tendency of the body to leak extensively during rain storms. At first V8 Corvettes continued with the mandatory-option Powerglide automatic transmission as did the few 6-cylinder models built , but a new three-speed manual transmission came along later in the year for V8 models only. Exterior color choices were expanded to at least five, combined with at least four interior colors. Even soft-tops came in three colors and different materials. Despite all this, only Corvettes were built, making it second only to in scarcity. Very few six-cylinder models were built, and all documented examples are equipped with automatic transmissions. The "V" in the Corvette emblem was enlarged and gold colored, signifying the V8 engine under the hood and 12 volt electrical systems, while 6-cylinder models retained the 6-volt systems used in In he

became the director of high-performance vehicle design and development for Chevrolet helping him earn the nickname "Father of the Corvette. This was due to the combined factors of the relatively high re-engineering and re-tooling costs for this low-volume production vehicle, the continued potential for cancellation of the car, and the increased size and weight of the all-new suspension design for the full-size cars, which made it unsuitable for use in the lighter weight Corvette. It featured a new body, a much better convertible top with power assist optional, real glass roll up windows also with optional power assist and an optional hardtop. The 3-speed manual transmission was standard. The Powerglide automatic was optional. The six-cylinder engine was gone. Pushed toward high-performance and racing, principally by Zora Arkus-Duntov who had raced in Europe, Corvettes could be ordered ready-to-race with special options. Fuel injection was in short supply and 1, Corvettes with this option were sold. The model year and the four that followed all had the exposed four-headlamp treatment and prominent grills, but a faux-louvered hood and chrome trunk spears were unique to The interior and instruments were updated, including placing a tachometer directly in front of the driver. Displacement remained cid. For the first time, seat belts were factory-installed rather than being dealer-installed as on previous models. For the model, engines and horsepower ratings did not change. Interiors were revised slightly with different instrument graphics and the addition of a storage bin to the passenger side. A positive reverse lockout shifter with "T" handle was standard with 4-speed manual transmission. This was the only year a turquoise convertible top color could be ordered, [9] and all gallon fuel tank models through could not be ordered with convertible tops due to inadequate space for the folding top mechanism. Also for the first time, all fuel-injection engines required manual transmissions. Also debuting in was a new boat-tail design later used on the C2. With two new engines it was also the quickest. Rocker panel trim was seen for the first time, exposed headlights for the last, until

3: Chevrolet Corvette - Wikipedia

ZR1 has returned to the throne to push the Corvette legacy to its highest point ever. It's a supercar that's at once luxurious and overwhelmingly capable, delivering the icon's fastest, most powerful, most advanced performance in a production Corvette to date.

4: Chevrolet Corvette ZR1: Motor Authority's Best Car To Buy

Chevrolet Corvette The Editors' Rating summarizes a vehicle's overall degree of excellence and is determined by our editors, who evaluate hundreds of vehicles every year and consider numerous.

5: Chevrolet Corvette Overview - MSN Autos

Feeling out both it and the Chevrolet Corvette ZR1's horsepower is a bit like learning to juggle with live hand grenades. But Chevy's pinnacle of front-engine Corvette evolution is a.

6: Chevrolet Corvette (C8) spy shots and video

The plain-Jane C7 Corvette is probably the finest American sports car in history, while the Z06 is a hp guided missile that can trouble the mirrors of million-dollar hybrid hypercars.

7: From Past to Present: The Chevrolet Corvette ZR1 - Motor Trend

The Chevrolet Corvette ZR1 is the fastest production Corvette ever, hitting a top track speed of www.enganchecubano.com is a remarkable feat by GM, but this isn't the first time the automaker has wowed.

8: Chevrolet Corvette ZR1 First Test: Out With a Bang - Motor Trend

The Chevrolet Corvette is entering its fifth year of production as the C7, the seventh generation of the top GM sports car, and it's enjoyed a highly successful run thus far.

9: Is This What The C8 Chevrolet Corvette Will Look Like? | Carscoops

This is it. The zenith. The top dog. The horsepower ne plus ultra Chevrolet Corvette C7. The most powerful and likely the last variant of the front-engine Corvette. While waiting for the.

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