

CHEVROLET Chevrolet Corvette C6.R GT2



Chevrolet developed the C6.R GT2 in 2009 for the new International sportscar series to be launched in 2010. The cars ran in the final five rounds of the 2009 American Le Mans Series (results page to follow).

The new GT2 series requires cars to be far closer to the production road cars on which they are based than the GT1 series that the previous C6.R was designed for. As such the new car utilises the ZR1's body, aerodynamic appendages, aluminium chassis, steering, windshield, and numerous other standard pieces.

In the GT2 series the C6.R will be competing against a very healthy grid of Aston Martin, BMW, Dodge, Ferrari, Jaguar, Panoz, Porsche and of course Ford. GT2 is starting to hark back to the glory days of GT racing.

The C6.R GT1 version was the most successful Chev GT racer ever with 77 race victories and eight consecutive ALMS championships plus six class wins at Le

Mans. Obviously the development team drew on the expertise learned with that success and incorporated as much of the GT1 as possible, however overall there is substantial differences. The GT1's steel frame is replaced with the production ZR1's hydroformed aluminium frame which gets an integrated tubular steel safety cage. Also replaced are the GT1's wide, louvered fenders with again production-based ZR1 fenders with wheel flares. The rear wing width has been reduced by 25 percent and the diffuser is a flat panel without fences or strakes. Steel brake rotors replace the carbon discs and the wheels are aluminium instead of magnesium. The adjustable steering column and steering rack are sourced from the street Corvette.

For the final "test" races of the 2009 season the team used a 6 litre small-block V8 instead of the 7 litre LS7.R that powered the GT1. Displacement reduction was achieved by shortening the crankshaft stroke from 3.875-inch to 3.32-inch.

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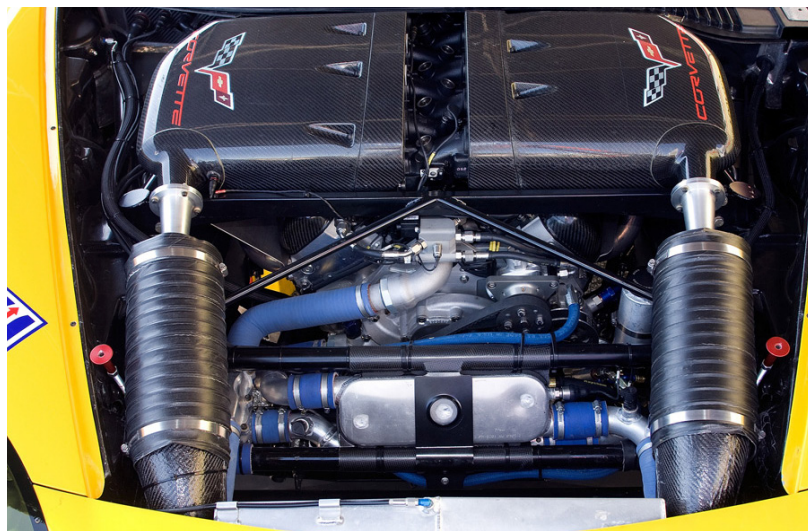
- GT2 Series entrant - 2010
- LS7R Cast Aluminum V8 (launch)
- 6 litre 366.1 cu in
- 351 KW 470 bhp
- 725 Nm 535 ft lbs

GT2 rules call for the intake air restrictors to be reduced from 30.6 mm to 28.6 mm in diameter, this restriction has a significant affect on output with a reduction in power from 590 to 470 horsepower. For 2010 a new 5.5 litre production-based small-block V8 was developed specifically to run on E85R ethanol racing fuel.

The teams hugely successful drivers remains the same. Johnny O'Connell and Jan Magnussen share the No. 3 Compuware Corvette C6.R, and Oliver Gavin and Olivier Beretta drive the No. 4 Compuware Corvette C6. R.

Rod Halligan





2010 Chevrolet **Corvette C6.R GT2**

Year	2009 (2010)	
ENGINE		
Configuration	LS7 R 90° V8	
Layout	Front Longitudinal	
Construction	Aluminium block and head	
Induction	Naturally Aspirated	
Valvetrain	Pushrod OHV, 2 Valves	
Fuel feed	Sequential Fuel Injection	
Displacement	6 litre	366.1 cu in
Bore	106.2 mm	4.2 in
Stroke	84.3 mm	3.3 in
Power	351 KW	470 bhp
	@ 4800 rpm	
Torque	725 Nm	535 ft lbs @
	4500 rpm	
BODY		
Composite Body Panels over Hydroformed Steel Frame, Aluminum & Magnesium Structural Components		
Wheelbase	2685 mm	105.7 in
Length	4475 mm	176.2 in
Width	1996 mm	78.6 in
Height	1166 mm	45.9 in
DRIVE		
Rear Wheel Drive		
Transmission	6 speed Sequential	
SUSPENSION		
Wishbones, Upper & Lower Control Arms, Transverse Composite Leaf Spring, Adj Monotube Shock Absorbers, Anti-Roll Bar		
BRAKES		
Front brakes	Steel Discs 6-Piston Calipers	
Rear brakes	Steel Discs 4-Piston Calipers	