

# CAR TALK

## E-Ray vs. Z06

So, in recent months we've been wowed by the kind of numbers the C8 Z06 has laid down, and now we're learning about the new electrified Corvette called the E-Ray. Well, have you wondered which is better? The experts have started comparing the two and the comparison is interesting. What you're not going to find is unanimous agreement on the answer to that question. You kind of have to ask yourself, "what factors are most important to me?"

You see, their intended purposes are a bit different. The Z06 is pretty much what it has always been: a more powerful, sharper handling, loud, exhilarating, on-the-edge Corvette beast. So what are the E-Ray's attributes? It's still a Corvette, with all that that entails. But it's more refined, easier for anybody to drive, more comfortable and easier to drive hard without fearing as much about winding up in a ditch.

Under acceleration, the cars run neck-and-neck. The Z06 has more V-8 power, but the E-Ray has all-wheel-drive and 160 hp at the front wheels. The E-Ray is a bit heavier, but has the better traction. Top speed-wise, the E-Ray is probably a bit faster, mainly because it's not encumbered by a big wing and a bunch of ground effects that cause drag. On a road course, however, the Z06 definitely has the advantage with lighter weight, stickier tires, the big wing and a bunch of ground effects. On the other hand, if you're not Ron Fellows or Dick Guldstrand, your choice of these two probably makes no difference.

Fuel economy-wise, the E-Ray gets pretty much the same mileage as the base Stingray, while the Z06 is going to put you into the gas-guzzler tax. Sound-wise, well you can't beat the awesome sound of the Z06's throaty flat-plane crank V-8, the only production Corvette engine capable of spinning the tach needle well past the 8,000 rpm mark without blowing up. And in a recent Car and Driver test, the Z06 walked away from everything else in the field, including a Porsche Cayman GT4 RS and a Lamborghini Huracan. If you're looking for a race car to drive to work and back, the Z is the car.

And remember, though these two are very similar in most ways, the E-Ray is still essentially a C8 Stingray with AWD and an extra 160 hp. That happens to be easier to drive, fast or slow.

So, if you're in the market for a new Corvette, you gotta decide what features you really want.

### **Corvette Museum Visit**

So, Cheryl and I finally had a good opportunity to visit the NCM in Bowling Green, KY. What a beautiful area. We had forgotten how green and lush it is back there. Of course, there's a reason for all that, it rains a lot. We were rained on a few times and it was very cloudy most every day. But it was comfortably warm and mild, reminding us of Hawaii. The museum just must be seen. It's so clean and bright and colorful. I have some pictures here to show you.

The admission price seemed very reasonable. I think we paid \$14 per person (for seniors). I splurged on an extra \$5 apiece to get the guided tour. Several priceless cars are in their collection, not counting the ones that fell into the big hole.

My biggest disappointment was that the sky dome was curtained off getting ready for the 70<sup>th</sup> anniversary of the Corvette. They had a special exhibit in the dome that they didn't want anyone to see until the official unveiling. But the sinkhole has been filled in with 400,000 lbs. of concrete (or was it 400,000 tons?).

I got a big kick out of seeing the new Corvettes sitting in the middle of the floor ready for their owners to come in and pick them up. We saw a couple of those new owners and they were simply beaming with excitement.

The other thing I was hoping to experience was watching some Corvettes running around the Motorsports track. Unfortunately, they were running motorcycles that day, so we didn't bother.

Lastly, I'll leave you with this: if you're ever there, do yourself and your party a favor and eat lunch right there in the Stingray Café. They serve awesome food.