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Corvette zr1 2025

Models C1 C2 C3 C4 C5 C6 C7 C8 Misc News T-Shirts Members Explore New 2026 Corvette Explore GM Envelope l Fleet Explore New 2026 Corvette As fresh 2025 Corvette ZR1 news trickles onto social media, don't worry if you feel like you may have missed something, because CorvSport has compiled all the notable recent news in one convenient spot! Enthusiasts can't seem to get enough of GM's remarkable new creation, and understandably so. Now, without further ado, let's dive in! [Author's Note: This article is FREE and not behind a paywall. Yes, FREE! If/when any pop-ups appear, please click to dismiss them and continue enjoying the article. One may require two steps-first, the arrow on the left, then the x on the top right.] What's Inside CorvSport Compiles The Top ZR1 News From CorvSport's Catalog of Model Overviews: 2025 C8 Chevrolet Corvette ZR1 Model Guide 2025 ZR1 Production Update ZR1 Fuel Economy Ratings Released on FuelEconomy.gov Exclusive Brink of Speed Video: C8 ZR1, ZORA, And Grand Sport Caught Together! 1) 2025 C8 Chevrolet Corvette ZR1 Model Guide We'd like to start today's installment of CorvSport Compiles with a complete up-to-date ZR1 overview from CorvSport founder and contributor Scott Kolecki. "There is an insatiable thirst in the sports car world for the ultimate in performance. And the ZR1 is certainly that in the Corvette lineup. It's at the very top." - Josh Holder, Corvette Chief Engineer While the eighth-generation Corvette has certainly pressed the boundaries of speed and performance with each, new iteration (including the E-Ray and Z06 models), Chevrolet has created a bonafide hypercar that can outrun/outperform cars many times its price point. For 2025, Chevrolet unveiled the all-new Corvette ZR1, a 1,064-horsepower, 828-lb-ft of torque monster that truly makes this Corvette "the King of the Hill." To fully appreciate the raw power of this Corvette, we need to drill deeper into the mind-bending specifications that General Motors, Motor Trend, and other reputable automotive news sources have already published. Before we jump into the numbers, however, we want to point out that Chevrolet has achieved this unprecedented level of performance while also producing the 2025 Corvette ZR1 in both coupe and convertible variants... Continue Reading or Save For Later The 2025 Corvette ZR1 has reached a confirmed top speed of 233.5 miles per hour, a 0-60 time of 2.3 seconds, and a quarter-mile time of 9.6 seconds at 150 mph. (Image courtesy of GM Media.) 2) 2025 ZR1 Production Update After several weeks of plant closures for what some described as "widebody tooling," news recently emerged that the first C8 ZR1 customer cars began production on 4/28/25. And now we have news from our go-to guy for production figures, Roger Kiel, that nine 2025 ZR1s were produced at the Bowling Green Assembly Plant, as of 5/13/2025. Here is the full C8 tracker, showing production across all trims. 3) ZR1 Fuel Economy Ratings Released on FuelEconomy.gov Just days ago, the EPA released the official fuel economy numbers for the 2025 ZR1, but the enthusiasts at CorvSport have a feeling these numbers won't dissuade any of you from considering this asphalt-peeling monster! Although that \$3,000 gas guzzler tax may put a small dent in your mod budget. Were you expecting better than 12 MPG for city driving? Interestingly, the ZR1's numbers are nearly identical to the 670-hp Z06, with the Z06 only beating the ZR1's highway number. 4) C8 ZR1, ZORA, And Grand Sport Caught Together! Notable enthusiast and YouTuber Mike from the Brink of Speed channel, who has over 83,000 faithful subscribers, recently released footage of these beasts together, without any camo! Video Preview From Brink of Speed: "BREAKING: The C8 Zora and C8 Grand Sport have officially EMERGED—with NO CAMO in sight! In this jaw-dropping sighting, we caught both upcoming Corvette beasts fully uncovered, side by side. This is the most revealing look yet at Chevy's next-gen performance monsters—and yes, every single exterior panel is fully exposed. C8 Zora - The long-rumored hybrid twin-turbo V8 supercar is REAL, and we break down every aggressive design cue, from the widened stance to the possible aero elements. C8 Grand Sport - Sleek, refined, and track-ready. Think of it as the Z06's little sibling, but it's packing serious heat. Don't blink—you'll miss insane design features, hidden Easter eggs, and clues about what's coming next from Corvette." Video Statistics: Likes: 2,000+ Views: 54,903+ Comments: 341+ Top Comments: "Never in my life have I been this interested in a Corvette. They just keep getting better!" @eclypsel259 "I can't wait for all these cars to come out. Because I'm watching Z06 prices fall. I can only imagine that it will continue to drop as these new variants are released and people gravitate towards them. I've been patiently waiting to pull the trigger on a Z06." @nice95gle "It's not a grand sport. It is literally a test mule for the zora. They've said numerous times that some of the test mules end up just being a hodgepodge of parts." @feagle Thanks for joining CorvSport today! Are you CORVETTE OBSESSED like we are? The team of renowned authors and contributors at CorvSport hopes you sense our passion for the iconic Corvette, and our vast database of articles and guides should prove it-5000+ features since Scott Kolecki founded CorvSport over 15 years ago! Join the fastest-growing Corvette community on our Facebook page, with over 170,000 followers (51,000 since January 2023!). Meet other hardcore enthusiasts and say hello. This is Douglas B. signing off—click here if you would like to view more of my features. Additional Sources: GMAuthority FuelEconomy.gov I've been pretty much out of the loop this week as I am at Spring Mountain for the very first E-Ray Corvette Owner's School and it's been a blast so far. But I did get some welcome news about the 2025 Corvette ZR1 finally that we need to share! It appears the long-drawn-out saga of the very first Corvette ZR1 orders has finally been resolved with dealers reporting that their orders for the new American supercar finally moved back to 3000 status where they will be scheduled for production. Some of those early customers are saying they got the Carbon Fiber Aero Package after Chevy promised to find more high wings. We're still not sure how Chevy came up with them or how many orders were upgraded, but it has been rumored that another vendor is coming online to ease the long-running constraints on the C8 Corvette's carbon fiber aero. The other news we got second-hand said that one of those customers who was first denied a wing and then got it with this update now has a Target Production Week (TPW) of early May. The exact week is still unconfirmed, but we have pretty high confidence in this info. We don't know if there are any earlier TPWs than May, so if you hear of one, let us know! Speaking to another dealer about ZR1 production, he believes we'll start seeing deliveries in June. The next allocation cycle starts next week, and it will be interesting to see if Chevrolet gets back on schedule with its orders. The March order cycle was skipped without notification to dealers, so let's hope this next one provides no further hiccups for customers trying to order their dream Corvettes. UPDATE: No TPWs have been assigned yet. We are hearing Friday so stay tuned! Related: Chevrolet to Launch a Build Your Own High Wing Experience for Z06 and ZR1 Buyers This is the Weirdest Order Cycle for the 2025 Corvette ZR1 Yet GM Set to Move ZR1 Orders Forward with New High Wing Constraints Coming on Wednesday Like so many other car enthusiasts, we're champing at the bit for the arrival of the C8-generation Chevy Corvette ZR1. Earlier this week, we learned that the ZR1 set not one but five course records at famous tracks around the country, which has only made us giddy to get behind the wheel. Plus, watching GM's Aaron Link drive the 1064-hp Corvette to a new production-car record on VIR's Grand Course has us counting the days until we can test our mettle at our annual Lightning Lap. Until then, though, we set out to configure our ideal versions of the ultimate Corvette. Our creations are varied—with some more uninged than others. One caveat for the pricing of our builds is that Chevy hasn't yet received EPA certification for the ZR1, meaning we don't know its exact gas-guzzler tax. So, for anyone using this as a shopping guide, you'll need to factor in at least \$3000 more per car. Austin Irwin's \$205,215 3LZ ConvertibleChevroletChevroletI have bent Chevy's configurator to my will. I have mixed Sebring Orange Tintcoat (\$995) with Edge Blue forged-aluminum wheels (\$1495). Why are the lug nuts chrome? Just to sow even more chaos. You can do a lot with \$205K; I have done too much. I tried to add paint-matching stripes, but even the configurator refused such atrocities. That led me to yellow dual-racing stripes (\$1195) that match the painted six-piston front calipers (\$695). I have opted for the Artemis interior, because the only thing more upsetting than a gorgeous car with an egregious color combination, is that same car, but with a green interior. You might've noticed that despite my desire to overwhelm the ZR1 with as many options as possible, I've neglected to add the giant wing. Why? I want to observe the horror in the eyes of people behind me in traffic using the glass mirror instead of through its rearview-mirror camera display. I've added the Corvette Museum Delivery (\$1495) just so others must bear witness to my hellish creation. After this, it would be right of Chevy to shadow-ban me from ever leasing an Equinox. They wouldn't have the gall. Probably. The reckless decisions I've made here are a rapid assault on their crown jewel. After I finished this build, I clicked "enlarge photo," and for a moment nothing happened. Was it a hiccup in our office Wi-Fi or does the configurator feel trepidation? If there's one silver lining here, it's that this machine will be one-of-one. And no matter what that must look like, it's worth it to me. —Austin IrwinCarter Fry's \$199,570 3LZ CoupeChevroletChevroletThe ZR1 is a beautiful machine. I was fortunate enough to attend its launch in Miami last summer, and the wing is even bigger in person than in the pictures—or maybe it was just cold the day of the photoshoot. Jokes aside, the whole car had such a strong presence, even more than the Z06. Standing next to the ZR1, it felt like if I dropped my AirPods in its abyss of an air intake up front I would never get them back. The design is a fantastic example of a car that looks like it's going 200 mph while sitting completely still. To quote Car and Driver technical editor Mike Sutton when he went on a high-speed journey in one, "That was the most effortless 205 I've ever seen." I decided to go full-ZTK track car for this build. There just isn't any other way to spec this car when it looks like that and is breaking track records across the country. I chose the coupe and opted for the 3LZ trim, mainly to snag that 14-speaker Bose sound system. I went with Torch Red paint to keep it flashy but not yellow flashy and selected the 20-spoke Carbon Flash forged-aluminum wheels, a \$995 option. Sitting behind those are Edge Red brake calipers for \$695. Then, to add some more race-car points, I felt the \$1195 full-length racing stripes in Sterling Silver look really good here. I brought that silver accent into the cabin with the Sky Cool Gray option, specifically with the nappa leather and perforated microfiber inserts, which automatically add the carbon-fiber and microsuede-wrapped steering wheel for \$695. The aforementioned ZTK Performance Package adds a better suspension and a set of Michelin Pilot Sport Cup 2R tires for \$1500, and the mandatory Carbon Fiber Aero package adds the beautifully aggressive aero bits for \$8495. Both are very necessary, in my opinion, because—seriously—what a car. —Carter FryEric Stafford's \$214,665 3LZ CoupeChevroletChevroletYou should need a special driver's license to own and operate the 1064-hp road-legal rocket that is the new Corvette ZR1. Alas, all you need is upwards of \$175K, which guarantees you can afford a ZR1 but not that you can handle one. Regardless of qualifications, both giddy rich folk and poor folk like me can now configure an ideal version of the ultimate Corvette. I'd go for the coupe body style in 3LZ guise, which is an \$11K upcharge over the 1LZ version but unlocks seats that are better suited for lapping racetracks. The pricier trim also offers wider interior customization, if that's what you're into. I'm into the ZR1's Hysteria Purple paint color, a no-cost option. I'd also shell out the roughly \$14K it costs to fit the carbon-fiber wheels that reduce unsprung mass by about 40 pounds and make my American-made hypercar as exotic as possible. The \$695 bronze-painted brake calipers are a nice touch. Inside, I'd have the entire cabin dipped in the beautiful "natural" (i.e. tan) tone. The more supportive competition seats add \$500, and opting for the Stealth Interior package darkens the aluminum trim, so I'd spend the \$595 there. But I'd avoid the available carbon-fiber trim because—frankly—the glossy finish looks cheap yet costs up to \$4995. To make the ZR1's retro split rear window stand out, it can be painted to match the body color for \$995. Money well spent, IMO. While I'd rather skip the \$8495 Carbon Aero package, with its enormous rear wing, front dive planes, and a hood-mounted Gurney flap, it's handcuffed to the \$1500 ZTK Performance kit. The latter is a must-have on a car that's meant to break lap records—and has. In a nutshell, the suspension is optimized for track duty and the standard Michelin Pilot Sport 4S rubber is replaced with racier Cup 2Rs. Throw in the \$2895 carbon-fiber cross brace in the engine bay for more structural rigidity and my perfect Corvette ZR1 costs over \$214K but is ready to race. —Eric StaffordEzra Dyer's \$223,395 3LZ ConvertibleChevroletChevroletI'm of two minds on my hypothetical Corvette ZR1. My idealistic side says I should go track-optimized at every turn, building the lightest, leanest, lap-time-slayingest machine possible—whatever spec Chevy used to destroy all those lap records, basically. Then my realistic side reminds me that I will not personally be breaking any lap records, and I enjoy pointless showboating for its own sake, and thus I can forego the daily-driving punishment inherent in track-rat trim and err on the side of comfort and ostentatious tomfoolery. And that's the car I've built: an orange convertible with a wing fit for King Kong's hang glider. Yes, I'm going convertible, because why not? It's a hardship, so you can still track it, and with the top down, the widebody C8 convertible looks even more like it rolled out of Woking rather than Bowling Green. I'll take the 3LZ trim, which mainly gets me the Bose 14-speaker Performance Audio system that I'll use to crank Gerry Rafferty's "Baker Street" while on my way to a marina that serves excellent crab legs. I'll drop this wedge in Sebring Orange Tintcoat (\$995), which is a perfect complement to the 10-spoke carbon-fiber wheels (\$13,995). My interior is matchy-matchy, with orange seat belts and habanero leather on the competition sport bucket seats (a bargain at \$500 for those). And if I ever forget the wheels are carbon fiber, I'll have a carbon-fiber steering wheel (\$695) to remind me. Do I need more carbon fiber than that, you ask? Yes, which is why I'm adding the Carbon Fiber Aero package (\$8495), which brings the sort of wing you normally see out the window of an exit-row seat. And since I don't want to file down my carbon underparts on steep driveways and speed bumps, I'll need the front lift with memory (\$2595). Finally, I'll spring for the black recovery hook (\$125), so the kids will know I totally track this thing and sometimes go off. Because for me, if you're not living on the limit, you're not living at all.This ZR1, with its \$27,400 in options, will not set the lowest lap time. But I would park it in my living room if I could. —Ezra DyerJack Fitzgerald's \$203,415 1LZ CoupeChevroletChevroletCorvettes bound for the racetrack have been yellow my entire life, and there's no denying the newest ZR1 is bound for the track. Hell, it's already broken five track records, and it looks poised to topple our annual Lightning Lap board. While my skills behind the wheel don't hold a candle to Chevy's development drivers (or C/D's in-house talent), I don't see a reason to buy this car if you're not planning on setting some lap times. For that reason, I'll leave the more raucous builds to my coworkers—I'm looking at you, Austin—and instead build a car that looks like the Corvette race cars I want to emulate. I stuck with the 1LZ package because what use is a wireless phone charger in a track car? For paint, I went for the \$995 Competition Yellow. I would prefer the same shade of yellow found on the Pratt Miller race car, but we live how we can. Everyone knows matching brake calipers improve stopping performance, so my imaginary accountant approved another \$695. Since I'll need all the help I can get to set any sort of respectable time without killing myself, I checked all the performance boxes. \$13,995 for carbon-fiber wheels. Thanks for taking away some unsprung mass. \$1250 for carbon mirrors. How else am I supposed to see what's behind me? What's another \$995 for the Carbon Aero package and the ZTK package? Done and done.The interior is all business, save for the \$495 I spent on yellow seat belts. Hey, let me live a little. All work and no play makes Jack a dull boy, after all. I spent a further \$695 on the microsuede steering wheel to keep my sweaty mitts where they need to be on the track, and another \$995 to do the same for my backside. It's not quite the factory race car of my dreams, but maybe the Corvette engineers will be willing to take some time away from developing the even crazier Zora that's rumored to be on the way to coach me through a lap of VIR. —Jack FitzgeraldJack FitzgeraldAssociate News EditorJack Fitzgerald's love for cars stems from his as yet unshakable addiction to Formula 1. After a brief stint as a detailer for a local dealership group in college, he knew he needed a more permanent way to drive all the new cars he couldn't afford and decided to pursue a career in auto writing. By hounding his college professors at the University of Wisconsin-Milwaukee, he was able to travel Wisconsin seeking out stories in the auto world before landing his dream job at Car and Driver. His new goal is to delay the inevitable demise of his 2010 Volkswagen Golf. The Motorsport Images Collections captures events from 1895 to today's most recent coverage.Discover The CollectionCurated, compelling, and worth your time. Explore our latest gallery of Editors' Picks.Browse Editors' FavoritesExperience AI-Powered CreativityThe Motorsport Images Collections captures events from 1895 to today's most recent coverage.Discover The CollectionCurated, compelling, and worth your time. 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