

# Attitude Adjustment

Want to make a Z06 ride like a luxury car on the street and a C6R on the track?

Jeff Glenn shows you how; pix by the author.

Why would anyone want to take the best Corvette suspension yet—that on the latest Z06—and start messing around with it? Because some people use their cars differently than others.

Mark Stein, from Motor Sport Image in Roseville, California, has his own ideas about how pumped-up Corvettes should behave on the street. He started out as an autocrosser and moved into roadracing, where he thrived by developing his own brand of chassis setup for closely matched SCCA club classes. Since then, his tuning firm has expanded its activities to cover engine and suspension setups for both streetcars and full-blown racers.

"There are two reasons to switch to an adjustable shock," Stein believes. "First, when you have a fixed-valve shock, you don't have a choice [for conditions]. As great as that Z06 suspension is, it was developed specifically for the Nurburgring. We don't have one of those over here—most of us are driving these cars on the street." Stein goes on to explain that he also finds the factory setup a bit harsh for California backroads. (As a confirmed coffee addict, he says, he prefers sipping his morning brew, not wearing it on his shirt.) Stein and his track-minded customers also take issue with the understeer-biased safety net that GM builds into all of its cars. While a possible lifesaver for inexperienced drivers, this trait can be annoying to experts. "If you take the stock setup out for a track day, you'll probably find that it's understeering sooner than you really want it to."

Understeer/oversteer balance is typically tailored by altering antiroll-bar rates, but the OE Z06 bars aren't adjustable. Thus, adding adjustable shocks lets the owner "dial the rears or fronts up or down to compensate," the tuner explains.

