

Black. Blown. Bad!

By Zlatko Mulabegovic
Photo by Sameer Arshad



Honey, i've created a monster!

Extreme Performance from Abu Dhabi takes the performance of Chevrolet's sports cars to the extreme with the help of forced induction and their own tune. And, although the transformation is already beyond our wildest dreams, we're only getting started on this duo!





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Supercharged Chevrolet Corvette Z06

The Chevrolet Corvette Z06 is one of those cars that are blessed with some crazy performance out of the box without breaking the bank, essentially supercar stuff at no-so-supercar prices. Fact is that the Z06 is probably the fastest production car for the money full stop and it doesn't look bad either. Powered by the ferocious LS7 motor boasting seven liters of displacement and churning out 505 ponies at 6300 engine revolutions, the Z06 hits the 100 km/h mark in a mere 3.7 seconds and the quarter mile is covered in 12 seconds flat, venturing deep into supercar territory.

The LS7 features dry sump lubrication, titanium connecting rods, cold air induction and a compression ratio that would make a TypeR motor red with envy. Furthermore, the LS revs as high as 7000 rpm and it doesn't waste much time getting there, pulling

harder than the Viper's acclaimed V10. In the process, the Z06 makes the most wonderful V8 noises, especially when the exhaust valve opens the flaps and basically turns the system into a 3-inch straight pipe; the LS7 starts singing to the tune of a machinegun.



In building its body Chevrolet starts off from a lightened and stiffened C6 shell where lots of steel gets replaced by aluminum or carbon fiber, resulting in a close to 200 kilograms weight reduc-

tion to beat the Ferrari F430 on the scales. The name of the game is power-to-weight-ratio!

Aesthetically, the Z06 does not differ a lot from the C6 but the designers made sure it stands out from the base model. The front bumper is much deeper, sports a nose intake and a more aggressive lower grille. Both the front and rear fenders are redesigned, including vertical vents and the Z06 badge at the front wheel. The model-specific five spoke wheels house some gargantuan 14" brakes and complete the picture of this supercar on a budget.

In line with the spec sheet, the performance of the Corvette Z06 is nothing short of breathtaking, yet the owner of this car wanted, believe it or not, even more grunt to create the ultimate street machine. Going the NA route can bring limited results, therefore forced induction was the only way forward.





Looking at the immense experience some US companies have in supercharging the GM engines, and the variety of kits readily available in the market, Extreme Performance recommended using a super and not turbo charger for a number of reasons. For starters, the belt driven blowers are virtually lag-free and work in sync with the beat of the engine. Secondly, they are fairly simple to install, reliable and yet they generate good power gains across the rpm range, making them more suitable for daily driving use.

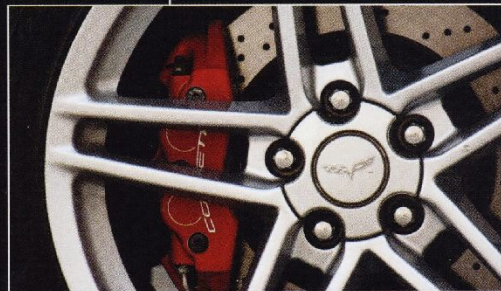
The kit of choice was the V-3 T-trim from Vortech, the US based leaders in centrifugal superchargers technology whose products are known for their silent operation, proverbial reliability, comprehensive parts, a factory fitted appearance and great power gains.

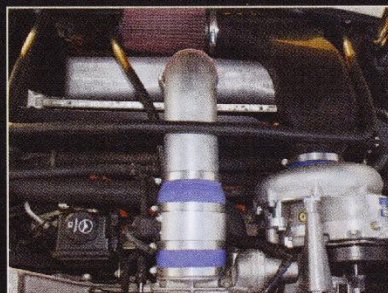
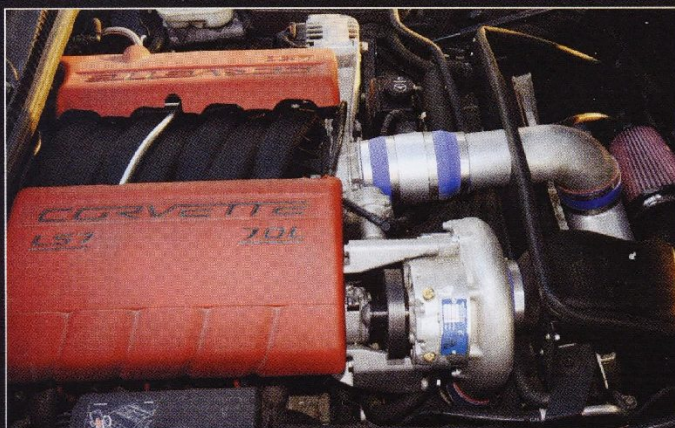
This particular kit includes the supercharger that features the company's high efficiency impeller, high capacity fuel injectors, a hand held ECM reprogrammer, a front mounted intercooler, oil feed and drain, a molded inlet

duct, outlet ducts, all of the mounting hardware and the Maxflow racing bypass valve. The mounting bracket for the blower is made from oem-type cast aluminum for that "factory installed" appearance and rigidity.

The installation was conducted by the experienced team of Extreme Performance who also happen to be the Vortech's regional dealer and

Completely stock on the outside, this 'vette is the ultimate sleeper. Sharp eyes would probably notice the front-mount intercooler though.





Vortech's V-3 T-Trim supercharger and inter-cooler are aided by high capacity fuel injectors and other hardware to boost power by over 135hp, letting the ZO6 generate wheelspin even at speeds approaching the double ton!

installer, all under the watchful eye of Abdulla Al Za'abi, better known in the tuning circles as the King of SRT8. The team performed all of the steps required to get the blower hooked up and then conducted the final dyno tuning before handing the keys back to the owner.

The kit manufacturer claims horsepower gains of 135 horsepower over stock and torque jumps up to a whop-

ping 540 lb/ft. This transforms the ZO6 from a very fast car into a true monster, a car capable of generating wheelspin at speeds just under 200km/h and sprinting up to a top speed of 355 km/h, as registered by our GPS. How's that?

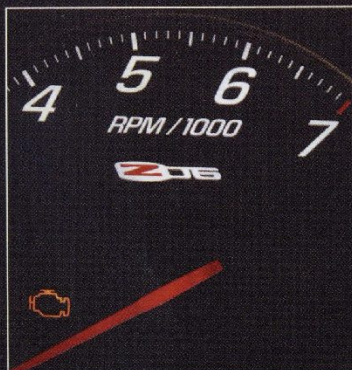
At the wheel

In standard format the Corvette ZO6 is a wonderful car with an awesome all-round performance. With the 505

horsepower sent to the rear wheels, it is highly recommended that all of the electronics are kept ON, unless your name is Keitchi Tsuchiya. The power delivery can be brutal and the tail would overtake you before you can even pronounce Vortech.

Now look at the supercharged monster that this black ZO6 is and you already know that you wouldn't do anything funny with that throttle





Stock interior and the docile nature of the tuned Z06 could fool you at cruising speeds. But be sure to cling on to the wheel and pray if you decide to mash the loud pedal to the floor!



pedal. The reason why is very simple, the monstrous torque is capable of sending this car sideways even when running at elevated speeds and in straight line.

In the city the Vortec Z06 is a docile and quiet commuter, almost a perfect sleeper, that is if you can call this car that. Cruising does not take any effort

and you will find yourself driving most time with the engine revving between 2-3000 rpm and without having to shift too often. That's right, and you can go pretty fast this way. But, should you decide to be foolish and unleash the ponies, you better make sure you cling onto the steering wheel and be prepared to counter the tidal waves of power.

The performance of the supercharged car is outright scary and you have to be hell of a driver to come anywhere near the limits of this beast. But look at the bright side, drifting, sliding and burning your rear tyres has never been easier, as long as you got balls to floor the throttle hard. • • •

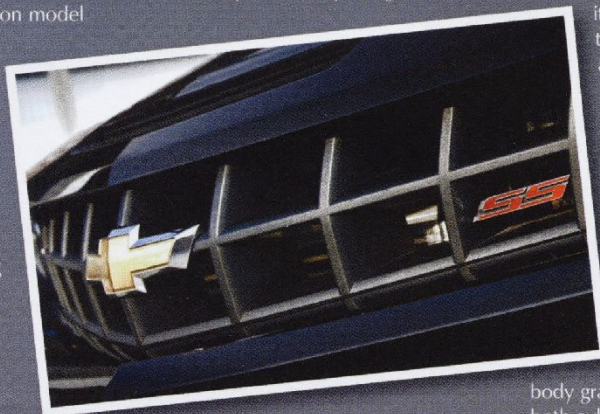


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Supercharged Chevrolet Camaro SS

The all-new Camaro finally arrived in the Emirates a few months ago and has been an instant success with the local muscle car lovers. Hats off to GM, as the final production model looks unbelievably close to the 2007 concept car, bare few details. The new Camaro is a muscle car and it looks like one, although GM adopted a different route than the creators of the new Challenger, without using too many retro cues, creating a fresh and modern looking coupe that packs exciting visual features. The elongated front end and the sloping hood lend the car very interesting proportions reminiscent of some classic Chevies of the past. The raked windscreen and the short rear deck help support the said propor-

tions, while the inset grille, the chiseled body and the large sporty alloys bring about the right amount of modernity to its body design.



The two themes continue to intersect on the inside, where a tasty balance of classic cues and modern equipment make for a sporty cabin and a great place to be. Particularly impressive are

the detached instrument clusters and the auxiliary gauges placed in front of the shifter. The steering wheel is a tad too big and deep, which made it difficult to find the right place to grip. The sitting position, although pretty low, is much better than in the old Camaro, the visibility is good for this type of car and the seats provide some lateral support, hinting at the improved cornering capabilities of the car.

The new Camaro is also well equipped out of the box, featuring sexy 20" forged wheels, custom body graphics, upsized Brembo at both axles, upgraded sport suspension, fog lights and a host of interior features.

In the Middle East Chevrolet offers two engine trims; a Direct Injection





3.6L V6 pumping out 323hp and available with manual or six speed Driver Shift Control automatic transmission, while the more powerful 6.2L V8 engine in the SS version produces 462hp with the manual tranny and 441hp with the automatic six speed Driver Shift Control transmission.

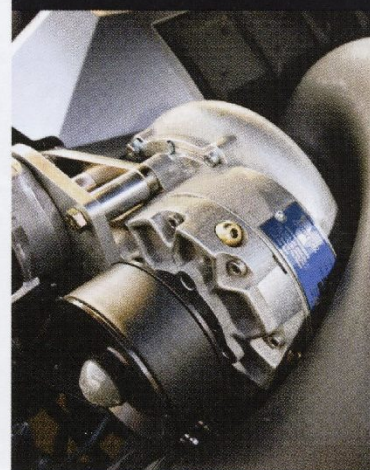
The owner of the ZO6 fell in love with the new shape and a black manual V8 was purchased in October of 2009. This means that the new Camaro only managed a few hundreds kilometres on the road before being sent to

Extreme Performance for the super-charger kit installation.

Now then, the big deal here is that Extreme managed to convince Vortech to ship their first supercharger kit to the U.A.E. even prior to the kit's official launch at the 2009 SEMA Show that took place in the first week of November. The kit landed in Abu Dhabi days before the SEMA C.E.O Chris Kersting even inaugurated the show, which means the actual global premiere of the kit outside the US took place here in the UAE! Not bad!

So part of the ZO6 story is to be repeated here, the new Camaro was sent to Abu Dhabi where the team of Abdullah Al Za'abi installed the super-charger kit, the Kooks long tube headers, Corsa exhaust system and other upgrades, then massaged the engine until it reached 580 rwhp on

The Camaro's V8 motor is tuned to belt out a mad 563rwhp, thanks to the new Si-Trim supercharger and other internal upgrades, including a Corsa exhaust system and Kooks long tube headers.





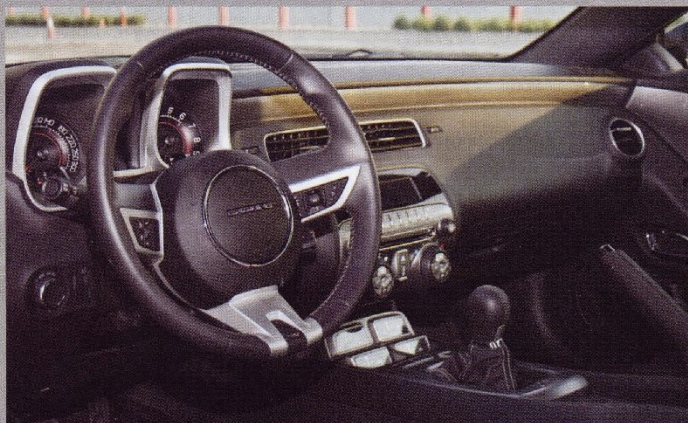
the DynaPack Dyno at Extreme performance.

Vortech claim that the V-3 Si-Trim self-lubricating supercharger adds 47% more horsepower with 6.5-7.5 PSI at the stock redline. Other tuner kits are said to be capable of churning out up

to 1,200 horsepower on heavily modified motors. The truly comprehensive kit also includes a 3.80" drive pulley, a race spec crankshaft damper, heavy duty belt tensioners, all pulleys & belts, high grade mounting hardware, fuel system upgrades and the ecu reflash. The air inlet system, a large

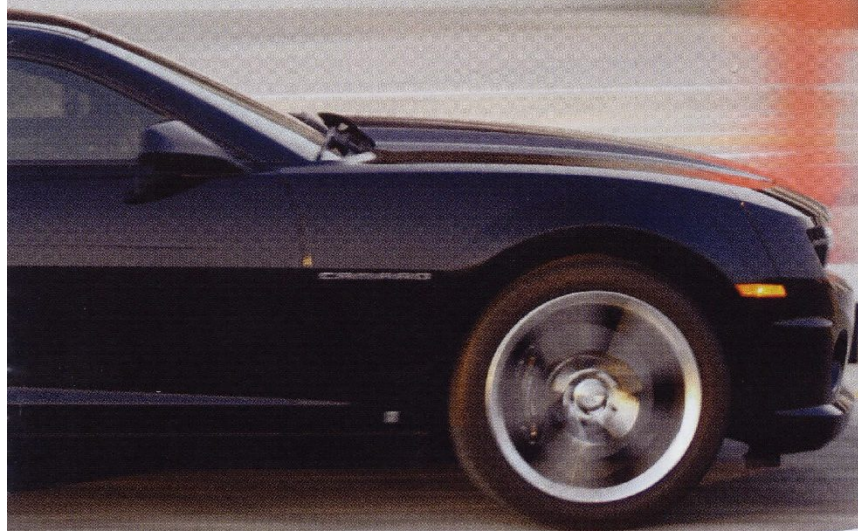
intercooler, high flow air filter and a bypass valve are also part of the Vortech package.

With the kit specs in mind Abdulla was confident of gaining 200 horsepower over stock or he was gonna turn hairdresser. Luckily for him one in



You'd be hard pressed to notice anything unusual by looking at the stock exterior and cabin but, like the Z06, this stealthy Camaro does a mighty impressive job of humiliating European thoroughbreds.





of the first dyno pulls the LS3 delivered 580 rear wheel ponies but was then tuned to a safer 563 rwhp for daily driving use.

Needless to say the supercharger kit totally changed the nature of the new Camaro, supplying it with the extra grunt for that real muscle car experience. Around town you'd rarely need to cross the 3,000 rpm in any given gear and on the open roads the motor never seems to run out of tyre shredding power. By installing the first Vortech supercharger kit in the Middle East, Extreme Performance succeeded in creating yet another bad street machine, a giant slayer and a car that's extremely fun to drive.

Watch this space for more as this is only the first stage of the Camaro project, much more to come in the coming issues.

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