

Check in front of the radiators.

Corvettes gather cooling air by utilizing either bottom grill feeding like the C4s, front grill feeding like the C7s, or of a mix of both on the C5s. Mid-engine C8s get their air flow from both side scoops and front grill radiators. Lots of leaves have been falling around the past few weeks, so it's probable that some have made it into the grill. Unless your car has a debris screen installed, read on.

Get a flashlight and check out the area between the front grill and the front most radiator (usually the a/c condenser). If you have never done this before, you will be surprised what gets picked up along the ride. Plastic bags, cigarette butts, bugs, wrappers, and lots of leaves prevent some of the air from passing through. (Most cars have a small space between the 1st and 2nd radiator that can accumulate debris that get past the front unit, this removal is more involved and not part of this discussion.)

To clean out the debris on the C7 Z06 without taking off the grill, I use a 24 inch long flexible crevice vacuum wand. Your car may require a different method. Either way, take your time and be careful, those fins are fragile.



I cleaned mine this past May while doing an oil change. There was about 3 inches of crap piled up in there, including an empty cigarette pack and a scratched-off lottery ticket. Last week's picture below shows more stuff in there.



Don't forget your cabin filter 🤢



Check tires often.

Many Corvettes (personal experience with the C6 & C7) have a nasty habit of excessively wearing the inner tire bands first. This is especially true on Z51, Grand Sport and Z06 as they may have been set up for the track with a larger negative camber alignment. This wear is more prevalent on the fronts, but has been seen on the rears to a lesser extent.

If you have >10k miles on your tires, take a few minutes to check them out. As it's the inside band, you might not see the problem unless you look for it closely. Either jack the car up or have an assistant examine each tire completely as you slowly move the car forward in a safe area with the steering wheel turned near to it's stop.

Here's my front passenger tire with the cord exposed, has almost 30k on it. Other than the inner band, there's plenty of miles left on it. This wear came about quickly as I had the tire off a few months ago and didn't notice any wear. The front driver tire is also wearing on the inner band, but not showing the cord. New tires and camber / toe-in alignment on the way.



That's good information. Thank you. I learned the tire wear thing several years after running the tale of the dragon. A couple of weeks after the run my wheels were turned enough that I saw the inner edge wear which was much worse on my tires. It was frightening to know that I was running the mountains on tires that bad. The middle and outside of the tires looked good.

Ray Colgrove

Definitely happened to me when I tracked the Z06s.

Much easier to check for those problems these days. These scissors lifts are not that expensive. My days of crawling under cars are over, I'm too damned old 😂

Michael DeMolina

