

*LS7 + Solstice = Excitement!
The GM Performance Division
Builds a HOT ROD Test Car*



HOT ROD Solstice Buildup: The Beauty Shots

The buildup and testing of this LS7-powered Solstice was featured in three consecutive articles in HOT ROD magazine (May-June-July, 2006), but even with that thorough magazine coverage, there are plenty of behind the scenes photos that didn't make the magazine pages. Over the next few weeks, you're going to enjoy seeing the what, who and how of the GM Performance Division buildup of this ultra-potent machine. We'll start the coverage this week with a thorough feature of the completed HOT ROD Solstice (as it will forever be known). Look for updates with the technical features, buildup details and engineering proposals that were tested during the creation of this vehicle. Simply put, your ideas about how hot rods are built will be shattered as you see how the amazingly capable people, processes and technology of the GM Performance Division create a wild hot rod.

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2.

A fixed hardtop constructed of carbon fiber combines with plexiglass side windows to make the HOT ROD Solstice ready for rainy days, but the 600+ hp LS7 would definitely make this short wheelbase machine a handful in the wet.



3.

The addition of the subtle rear spoiler, rocker extensions and front chin spoiler body kit give the HOT ROD Solstice a much different look than the factory Solstice.



4.

The LS7 fits quite nicely between the frameroils, rack and pinion steering system and firewall with just a little modification to the frameroils near the firewall. The rear suspension and differential were moved, which precluded using the stock fuel tank—which is why the trunk has tinwork over the racing-style fuel cell.



5.

What good is a fast car without running it hard? Early shakedown testing on the HOT ROD Solstice was done at the GM Proving Grounds by ace GM Performance Division development driver, Mark Stielow.



6.

The center exit exhaust and rear splitter were engineering, design and fabrication feats and you'll see how that area came together in future updates. Fitting those big by large tires and wheels also took some work—and you'll get to see that in detail also. Doesn't this car look tough!?



7.

An open road and the HOT ROD Solstice mean big mph—this car has run 10s in the ¼ mile and would probably run in the 200 mph range for a top speed. As far as functional aerodynamics, the chin spoiler has an undertray on it that develops at least a few hundred pounds of downforce when the vehicle is at speed.



8.

The interior is mostly stock Solstice (it's that nice and works) with the addition of a six point rollcage, 5 point safety belts, Sparco seats, a relocated shifter (for the T56 manual transmission)



9.

If you get a chance to see or hear this vehicle run in person, do it. That LS7 sounds and looks spectacular. The packaging by the GM Performance Division team is amazingly clean—you'll get to see exactly how they did it in future updates!

10.

The beautiful trunk tinwork was built by longtime GM Performance Division Technician Jim Ostrand to cover a small fuel cell, the differential cooler pump and the Optima battery. You might not be able to see it, but the trunk lid hinges have been drilled (more 'lightweighting') by GM Technician Tom Eby.



11.

The center exhaust outlet took a lot of work by many team members but is definitely a centerpiece aspect of the vehicle. The stainless 3 inch exhaust sounds great and truly looks the part. You'll get to see exactly how this was constructed in future updates.



12.

Those wheels were cut from massive chunks of aluminum to a design created by GM Design members to give the HOT ROD Solstice a distinct look and fit the wheelwell exactly. The running light / fog lamp bezels are off the GXP Solstice (the very run 265 hp turbo Solstice)-the GXP wasn't publicly available when this vehicle was built, but GM insiders red the parts to the GM Performance Division for this project.



Look for more updates coming soon!

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