

7.0 UP

Daytona tips seven litres of Corvette V8 power into its superfast Coupe – performance overflows.

After finishing seventh at Targa Tasmania 2009, Andrew Miedecke made one bold statement about this Daytona Coupe: “It doesn’t need more power!”

Claiming stage wins and at times more than a match for the Lambos and Nissan GT-Rs, the Melbourne-built Daytona Coupe showed itself to be a highly capable road and tarmac rally car again, three years after its association with Peter Brock came to its tragic end.

The small but sturdy company in Dromana, south of Melbourne continues to build, develop and refine what is possibly the world’s best replica of the world’s most collectable car.

The Daytona Cobra was designed by American Pete Brock in 1964, but its lines are ageless. Hardly lacking in the first place, the Daytona’s performance has been gradually boosted, starting with a 5.7-litre, then to a 6.0-litre engine, as featured in Tarmac #3.

But the latest is the 7.0-litre GM engine, which Daytona director Richard Bendell says is now the preferred engine for its growing customer base.

Brock’s navigator Mick Hone is one of those loyal customers, having recently taken delivery of his own 7.0-litre Daytona.

Using the GM LS7 engine as fitted to the mighty Corvette Z06 and HSV W427, the

fact the Daytona is 700kg lighter than a W427 and 300kg lighter than the Vette offers the biggest insight into its performance.

It’s not just a drop-in either, as Daytona rebuilds the 7.0-litre with a mild cam, bespoke exhaust system and in race cars, a full MoTeC engine management system.

The 7.0-litre also benefits from wider tyres and carbon fibre body panels, along with better cabin ventilation and a stronger diff. Construction time is around eight months.

So following its Targa efforts, we were invited to drive the car Miedecke used to great effect and see if we could top our performance charts. Typically, despite our efforts, solid rain ruined any notions we had to give our VBOX a workout.

What the rain did allow was to experience the MoTeC adjustable traction control system, which works effectively well when the rear tyres spin up, automatically closing the electronic throttle just enough to regain traction. The ABS is also finely calibrated; reinforcing this is no slapped-together kit car.

The engine is simply a monster, but it’s also linear and easily tamed: it redlines at 6800rpm, but doesn’t need to; Miedecke

STORY: DEAN EVANS | TARGA PHOTOS: PERFECT PRINTS HOBART



explained he was shifting at 6000rpm using the torrent of torque that’s offered from just 1500rpm. And that’s partly the key: power at any speed or gear.

Capable of 11-second quarter-miles, the five-speed gearbox (six-speed Holinger for race cars) doesn’t have to work too hard as the tall gearing offers the flexibility of an electric car. Top speed, as seen by Miedecke on Targa’s Cethana stage, was a modest 230km/h, a good 10-20km/h slower than the leaders.

The simple fact is you don’t need to be pushing as hard in the Daytona to unleash incredible performance. The 7.0-litre engine adds another dimension to the highly capable chassis, and the balance is as good as race-tuned road cars get. Steering, that’s a little heavy at parking speeds, lightens at speed abolishing the need for power-assistance and the traction control is a very handy friend.

As the man behind the worldwide success of MoTeC, Richard Bendell reinforces that the Aussie Daytona is primarily over-engineered as a race car, but is equally at home on the road. Not surprisingly, just like the original Daytona made almost half a century ago.

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Andrew Miedecke took the 7.0-litre Daytona to seventh outright, and first two-wheel drive car, at Targa 2009.



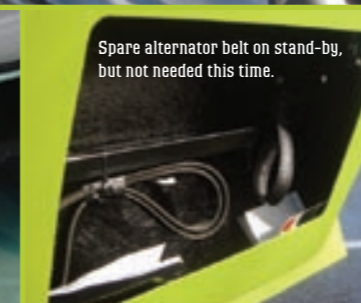
Dual MoTeC Sport dash modules configurable for each side.



Innocuous blue dial adjusts traction control.



Stilo WRC intercom pretty much standard rally equipment.



Spare alternator belt on stand-by, but not needed this time.



Straight from the Corvette Z06 to the Daytona’s engine bay.



TEARDOWN

	1965 Daytona Cobra	2010 Daytona Coupe
Engine:	4.7-litre V8	7.0-litre V8
Induction:	4x Weber carburetors	MoTeC ECU (race)
Redline:	8000rpm	6800rpm
Gearbox:	Four-speed manual	Five-speed manual
Power/torque:	291kW/462Nm	395kW/685Nm
Weight:	1043kg	1120kg
Power-to-weight:	3.6kg/kW	2.8kg/kW
Price:	\$8millionUSD (2010)	\$160,000
Performance		
0-100km/h:	4.4sec	3.5sec (simulated)
Top speed:	307km/h	317km/h (simulated)

