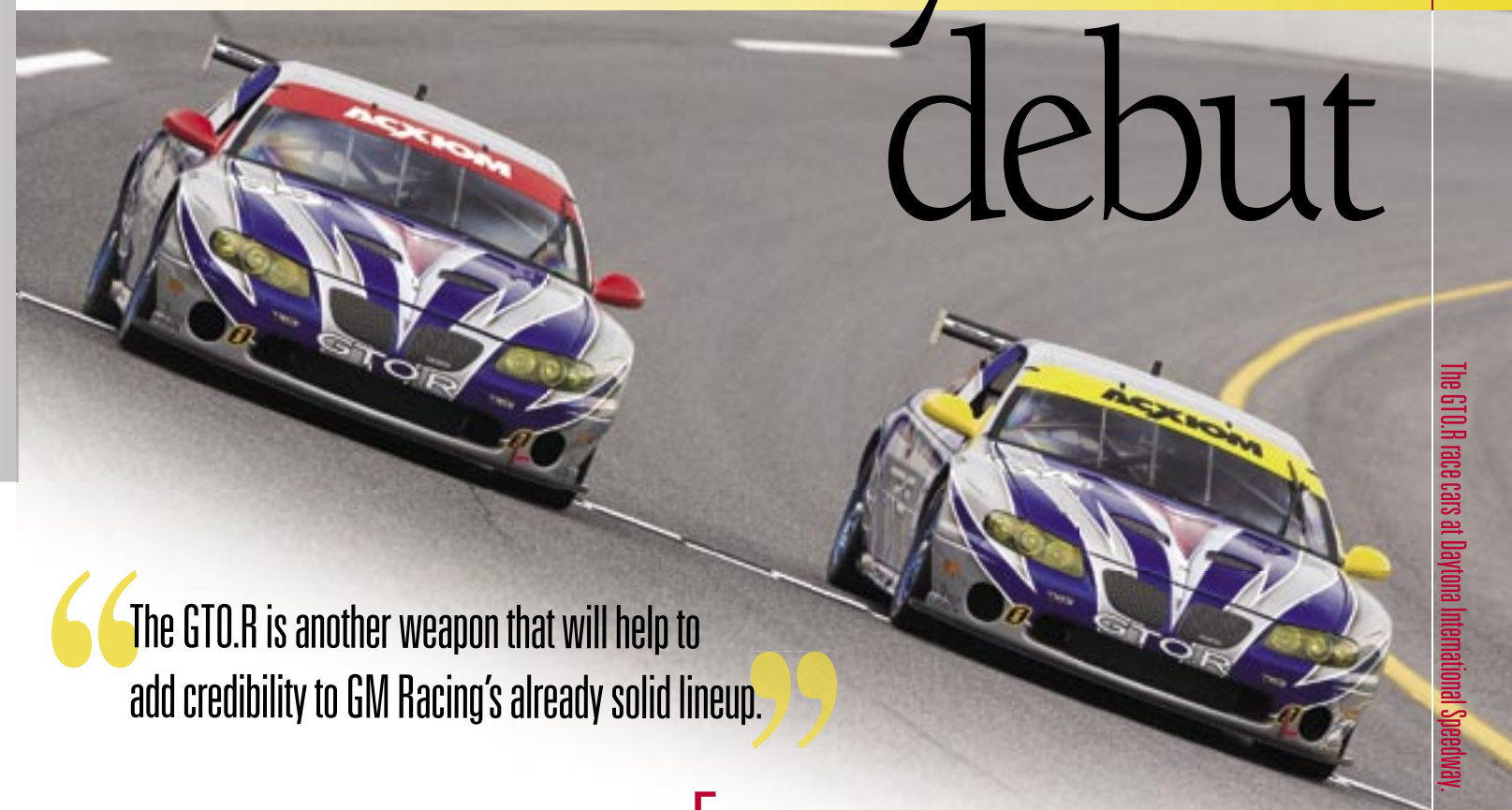


A Daytona debut



GATHERED AT THE PODIUM: Front row, from left: Steve Wesoloski, GM Racing road racing manager; Gary Pratt, team co-owner, Pratt & Miller Engineering; and Doug Fehan, Corvette Racing program manager. Back row, from left: Brent Dewar, vice president, marketing and advertising, GM North America; and Corvette Racing drivers Oliver Gavin, Olivier Beretta and Jan Magnussen.



The GTO.R race cars at Daytona International Speedway

Corvette Racing earned another page in the record books at the recent 2005 24 Hours of Le Mans, scoring its fourth 1-2 finish in the GT1 class in five years. Drivers Oliver Gavin, Olivier Beretta and Jan Magnussen reprised last year's victory in the 24-hour French endurance race, although this time they were driving something new: the Chevrolet Corvette C6.R. They were again joined on the podium by teammates Ron Fellows, Johnny O'Connell and Max Papis.

"Each time you come here, you think it can't possibly get any better," said Doug Fehan, Corvette Racing program manager. "Last year, after our 1-2 finish, I left thinking there was no way to top this, but this year did. We didn't turn a wheel wrong, we didn't hit anything, we didn't break anything. That comes from the experience and continuity of being here year in and year out. I'm looking forward to coming back next year."

The team celebrated Corvette's 45th anniversary at Le Mans in style, finishing fifth and sixth overall. Battling in grueling heat, the twin yellow Chevrolets completed 349 and 347 laps respectively, scoring the 38th win for Corvette Racing in international road racing. This was also the team's 25th 1-2 finish.

"This was a great moment for Chevrolet in an epic race," said Brent Dewar, GM North America vice president of marketing and advertising. "Chevrolet's racing DNA comes directly from its founder, Louis Chevrolet. With Corvette as the lead product for the global Chevrolet brand, winning Le Mans is huge for us. It's not just about speed; it's about technology and durability and endurance. I think Louis Chevrolet and Zora Arkus-Duntov would be proud today."

THE WINNER: The class-winning C6.R No. 64 crosses the finish line at Le Mans.

Bonjour, C6.R

"This was a great moment for Chevrolet in an epic race."



"The GTO.R is another weapon that will help to add credibility to GM Racing's already solid lineup."

Following months of extensive design, development and testing efforts, a pair of production-based Pontiac GTO.R race cars recently competed for the first time at Daytona International Speedway. Clad in the livery of team TRG (The Racer's Group), the two GTO.Rs joined the GT class in the Brumos Porsche 250 of the Grand American Rolex Sports Car series.

The first appearance of the GTO.R cars was highly anticipated. Unfortunately, both race cars had strokes of bad luck that could not be blamed on the machines or team. The No. 64 car, co-driven by Jan Magnussen and Paul Edwards, withdrew from the race just prior to its start due to a cracked bellhousing that had no readily available replacement. The No. 65 car, shared by Andy Lally and Marc Bunting, was running in a consistent fifth place until it was pushed into the wall and disabled by a competitor with only 50 miles to go in the race.

"We had been planning for this date for quite some time, and we're glad that the moment has finally come," said Mark Kent, director of GM Racing. "The GTO.R is another weapon that will help to add credibility to GM Racing's already solid lineup. The fact that the car's design is derived from GM's production GTO helps strengthen Pontiac's performance-oriented image and shows consumers that — like our slogan says — Pontiac is indeed designed for action."

The production-based GTO.R uses the new GEN III LS2 engine from the 2005 GTO. Horsepower numbers have been brought below the production engine's 400 to 393 to level the playing field, as the production engine is too powerful for Grand American GT competition. This 6.0-liter engine is a direct descendant of GM's legendary small-block V8, the most successful production and racing engine of all time.