



The C6.R and the Corvette Z06 share several key technological features.

# EARNING its *RACING* STRIPES

On the heels of receiving a prestigious accolade in the racing world, the Corvette C6.R's 2006 campaign continued where 2005 left off. The championship-winning racer was recently named "North American Car of the Year" by *dailysportscar.com*, a noted online publication, and two new versions of the racer promptly began the 2006 season at the Mobil 1 Twelve Hours of Sebring with first- and fourth-place finishes in the GT1 class. The No. 4 Compuware Corvette, the GT1-class winner, finished third overall, and the No. 3 Compuware Corvette finished seventh overall.

The C6.R won the *dailysportscar.com* honor over such marques as Audi, Aston Martin and Maserati. Its combination of speed, reliability and all-American nature wowed the media responsible for the award.

"The Corvette C6.R almost effortlessly picked up the baton from the C5-R and the dominance it displayed throughout its debut season was stunning," said *dailysportscar.com* deputy editor Graham Goodwin.

Added Corvette Racing Program Manager Doug Fehan: "The editors looked at what the Corvette had accomplished, then compared our record with our rivals, and once again Corvette came out on top."

The C6.R shares much of its technology with the production Corvette Z06, including its 7-liter engine displacement, titanium connecting rods and intake valves, computer-machined aluminum cylinder heads, dry-sump oiling system, forged-steel crankshaft, and aerodynamic tuning. That means Z06 drivers reap many of the benefits — and share much of the performance excitement — of the competition car.

The No. 4 Compuware C6.R makes a pit stop on the way to winning its class at the Mobil 1 Twelve Hours of Sebring.



Tom Wallace

## Keeper of the FLAME

He's the car guy with the best job in the world. Tom Wallace, Corvette chief engineer and vehicle line executive for performance cars, follows in the storied footsteps of just three men: Zora Arkus-Duntov, Dave McClellan and Dave Hill.

The newest steward of the Corvette legend has more than 30 years of experience as a hands-on builder, restorer, and all-around car nut. He began his GM career as a cooperative student with Buick in 1970 and

later held several engineering positions. Among other tasks, he played a key role in the development of the turbocharged Buick Grand National coupes of the early '80s.

Also an avid racer, his track record includes racing in the International Motor Sports Association American Challenge series in the late 1970s, winning the GT1 championship at Waterford Hills Raceway twice, and competing in the SCCA National Championship Runoffs six times.