



V FOR VICTORY: Andy Pilgrim drove the No. 8 CTS-V to the driver's title in SCCA Speed GT competition.

We are the champions

Vying for the checkered flag on super speedways, road courses, airport runways and more, GM's racing efforts left many challengers in the dust in 2005. The season ended with 16 GM racing championships in stock car, road racing, drag racing and drifting competitions, putting an exclamation point on 12 spectacular months. It's a performance that resonates with racing enthusiasts, sending a clear message to these prospective customers: GM builds winners that share the genetic make-up of their production counterparts.

"Given the added demands of launching several new race vehicles, such as the Corvette C6.R and Pontiac GTO.R, it is truly amazing what GM has accomplished in 2005," said Mark Kent, director of GM Racing. "I cannot thank all of our engineers, drivers and teams enough for the long hours and dedication that went into this successful year of racing. The current racing environment is as competitive as the automotive market, and our success on the race track is a direct reflection of the great performance of GM production vehicles."

NASCAR

For the third time in history, Chevrolet clinched the manufacturer's championship in all three NASCAR series in 2005, a feat never accomplished by another manufacturer. En route, the division earned 43 NASCAR race wins and two driver's championships.

In the Nextel Cup Series, Tony Stewart claimed the checkered flag five times for the season, while collecting 25 top-10 finishes in 36 races. These outings propelled Stewart to his second career driver's championship. Martin Truex Jr. earned his second consecutive driver's title in the Busch Series, becoming the first repeat winner since Dale Earnhardt Jr. managed the feat in 1998-99. Chevrolet Team Silverado drivers recorded 10 wins in five different Silverados in the Craftsman Truck Series, with Dennis Setzer earning four wins and just missing the driver's title. Setzer has earned second-place finishes in the series for three consecutive years.

WINNING WAYS: Oliver Gavin and Olivier Beretta, driving the No. 4 C6.R, earned the American Le Mans Series driver's championship for the 2005 season.



HOISTING THE CUP: Tony Stewart, driving a Chevrolet Monte Carlo, won his second Cup championship.



Road racing

Corvette Racing controlled the American Le Mans Series (ALMS) for the fifth straight year, netting 10 wins in 11 races with the new Corvette C6.R race cars. Drivers Oliver Gavin and Olivier Beretta captured the ALMS GT1 driver's championship crowns, while Corvette Racing also earned team and pit crew championship honors. And the C6.Rs were just as impressive on the other side of the Atlantic, with a history-making fourth 1-2 finish in the last five years at the 24 Hours of Le Mans in France.

Racing production-based CTS-Vs, Team Cadillac broke through with a championship sweep in SCCA Speed GT competition. Andy Pilgrim won the driver's title, and Cadillac notched its first manufacturer's trophy in just its second year of competition. The team captured two poles and posted 13 podium finishes.

Pontiac also had an outstanding season, racking up multiple championships in the Grand American Rolex Sports Car series, the NHRA and Formula D Drifting competition. For more on Pontiac's performance, check out the December 2005 GM Edge.

GM Performance Division

The GM Performance Division marked some significant success, too:

- A new milestone was set during the Bonneville Speed Weeks, when journalist Don Sherman drove an Ecotec Lakester to a 189.025 mph speed record in the G Class/Blown Gas Lakester class.
- Team Cobalt collected three wins in Grand-Am Cup road racing. Chevrolet extended its SCCA National Championship Runoffs win streak as 73 racers in GM vehicles boosted the manufacturer's total of 125 national championships since 1956. John Heinricy, director, GM High Performance Vehicles, won his eighth national championship and fifth consecutive title.

"Some people race just for the fun and the competition, but for me it's all about the winning," said Heinricy. "And in the auto industry, it's all about competition, creating exciting products and benchmarking against the other cars in the same market segment. It's plenty satisfying to win in the marketplace as well."

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