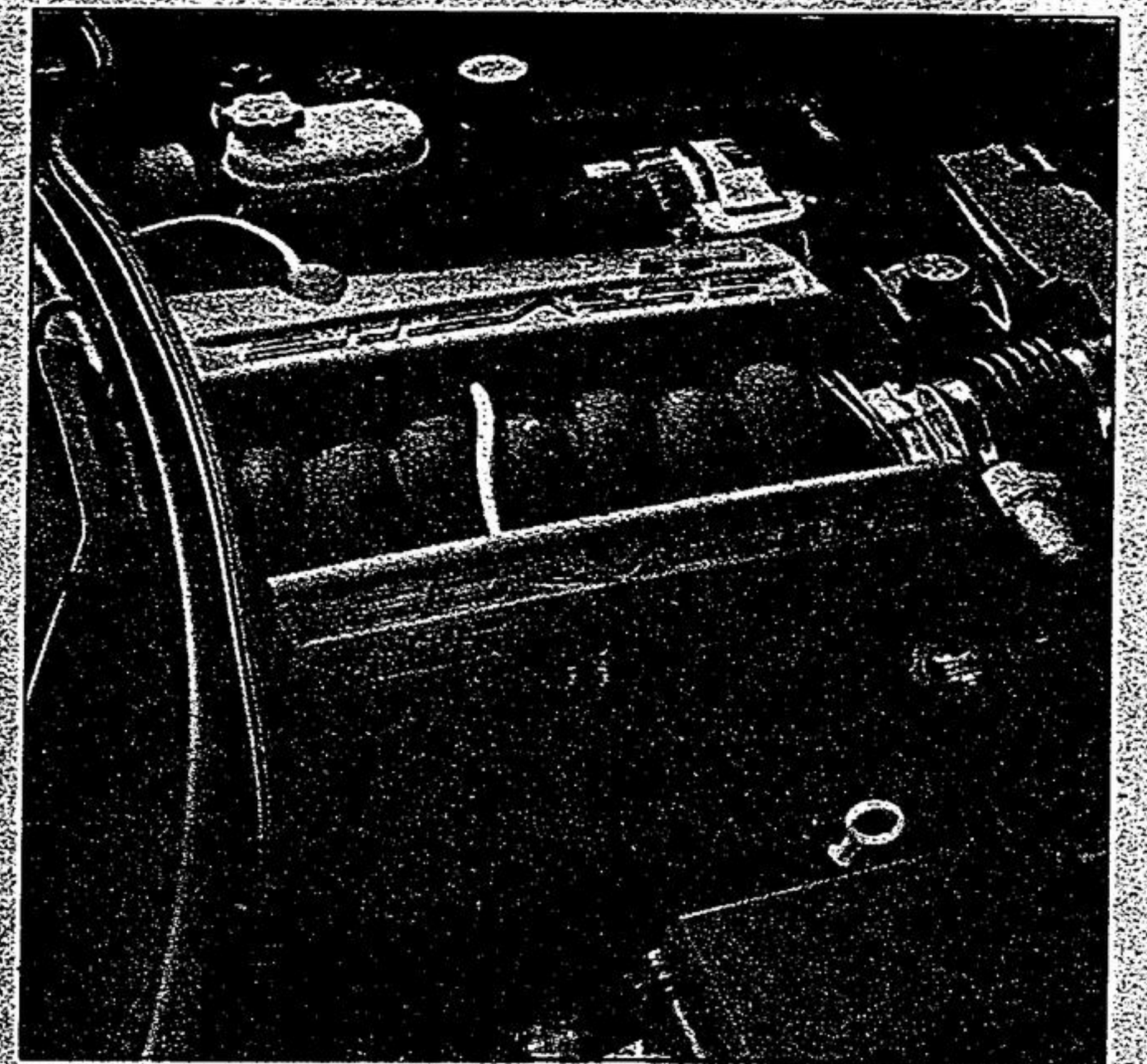


# Every imperfection searched out and destroyed



(LEFT) Anodized aluminum accents the interior in key functional areas, such as the manual shift knob and door-release buttons. The design is cleaner and less cluttered.



The 2005 Corvette harnesses a new LS2 6.0-liter small-block V-8 delivering estimated peak output levels of 400 horsepower and 400 lb.-ft. of torque.

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**From first page**

shift does give the front end a "Viperish" look that Chrysler execs are quick to allege as influence of Bob Lutz's move to GM.

But the sleek styling and a 0.28 coefficient of drag, makes the Corvette is the most aerodynamically efficient Corvette ever. The aerodynamic development combined digital simulations, Corvette Racing experience and more than 400 hours of wind tunnel testing.

The hood is still forward-hinged but is 15 percent smaller, 35 percent lighter, and 40 percent stiffer than the previous Corvette. The removable roof panel is 15 percent larger, yet offers the same structural stiffness as C5's while weighing just one pound more. The roof panel comes standard painted body color, or is available with optional tinted clear or with a dual-roof package.

The 2005 Corvette harnesses a new LS2 6.0-liter small-block V-8 delivering estimated peak output levels of 400 horsepower and 400 lb.-ft. of torque. That's pretty close to Z06 performance levels making this the largest, most powerful standard small-block engine ever offered in Corvette.

A Tremec six-speed manual gearbox is available with two sets of ratios, one with more aggressive acceleration characteristics reserved for Corvettes Z51 Performance Package that emulates the performance of the C5's landmark Z06 model. New synchronizers reduce travel by 10 percent, and the shifter knob is an inch shorter.

The Hydra-Matic 4L65-E automatic transmission is an upgraded version of the C5's 4L60-E, strengthened and revised to accommodate the LS2's 400 lb.-ft. of torque.

See CORVETTE, page 12

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