

## FOR SALE

**Late 80's C4 Corvette Race Car.** In accordance with NCCC 3RP spec. Competitive NCCC autocross car and a great track day car.

Full welded roll cage installed.

Strong 383 SBC Fuel Injected Motor, LS1 spec Crank Trigger a cam position sensor. LS ECU and coil on plug ignition. Edelbrock tunnel ram intake and AFR 215 heads. Forged balanced bottom end. Engine was built for reliability and torque.

True RWHP = 360 @ 5500rpm

True RWTq= 380lbft 4200RPM

If you have raced or Auto crossed you will appreciate why the engine was assembled to deliver over 350lbft of torque (rear wheel) from 2200rpm to just over 5000RPM. The engine stays in the power band through the gears which makes this a competitively quick car.

Gearbox is a Tremec TKO 600 with close ratio and a 0.82 5th. Rear end is stock 3.42 (Which I believe is a 3.42)

Engine and gearbox have less than 20 hours on them since the conversion from a carburetor running tired 383 and a worn out Six speed and are currently in very good operating condition

Electrical system is simple, and dash mounted, as is the LS1 ECU.

Gauges are Speedhut revolution

Body work is "race car"! As is the interior the paint has been touched up from time to time from minor scuffs and chips.

Brakes are Willwood, and are in good functional shape.

Car comes with numerous spares including wheel bearings. 2 spares (slightly used) custom valved Bilstein shocks, brake pads, hoses and belts and other assorted C4 spares, along with 3 sets of wheels and tires. One set 17" OEM C4 ZR1 rims with Autocross tires, one set 18" Forgestar rims with "track day tires, and a very lightweight set of 18"inch track day rims. Plus whatever tires I have left that will fit. Finally, I have a tire rack where the wheels and tires are stored I will throw in.

Car has many races left in it and we have many pictures and additional data that we will send to any seriously interested party. The car is in Brookshire, Texas.

Asking - \$10,000

Contact - Geoff Ansley

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