

- **Modifications: (total investment: \$60,000)**
 - DRM 383 cu .in. balanced & blueprinted Corvette LS-1 ‘stroker’ engine chassis dynoed at 397 RWHP (@5900 rpm) & 399 ft lb RWTQ (@4400 rpm).
 - Lunati forged crank, billet rods & pistons w/ plasma-moly rings
 - DRM ported cylinder heads
 - DRM hydraulic roller cam
 - High flow stainless valves, springs & titanium retainers
 - Oversize Mass Airflow Sensor
 - NOLOGY silver core sparkplugs
 - Oil & power steering coolers w/ stainless steel braided lines
 - Custom headers
 - Custom over-size radiator
 - 12.7 in. 1.25 in thick Porsche cross-drilled cryogenically treated front rotors w/ 4-piston Brembo 993 Turbo ‘Big Red’ calipers; Corvette C5 12.0 in vented rear rotors
 - 6-speed Borg-Warner transmission w/ Pro 5.0 short throw shifter & Lou’s ‘Short Stick’
 - Torsen T-2R limited slip differential, 3.42 ratio rear gears.
 - DRM coil over Hyperco 550# front/250# rear springs w/ Bilstein custom valved shocks
 - DRM custom panhard rod and rear trailing arms, subframe connectors
 - Sparco “Supersport” Alcantara racing seats w/ dual 6-point racing harnesses
 - Borla tunable exhaust
 - Custom fabricated 6-point welded roll cage
 - 11 lb Halon dual discharge fire suppression system
- **Spare Parts:**
 - Entire brand new clutch assembly, including flywheel, clutch disk, pressure plate, throwout bearing assembly & pilot bearing
 - brand new cryogenically treated Porsche cross-drilled 12.7x1.25 front brake rotors
 - Brake pads: new PF 90 front brake pads; new Porsche front brake pads, new PF 93 rear brake pads, new Performance Friction ‘Z’ pads
 - extra set of 4 SLP 17x9.5 ‘SS’ wheels
 - Tires (all 275/40R 17): 5 Michelin Pilot Sport, 4 Michelin MXX3, 4 Goodyear F1
 - 2 GM/Camaro front wheel hubs (3,000 miles)

Askng \$23,000, all spare parts included.