

FOR SALE: 74 Corvette Coupe - Drag, Autocross, Street(?). Original L82 4-speed air car.

ENGINE:

- 362ci Chev; Scat crank, rods; JE flat-top pistons. Balanced, blueprinted, Total Seal rings.
- 4-bolt Chev block w/lots of work (oil holes worked, oil pump blueprinted, etc).
- Lots of coating (pistons, crank, intake, bearings).
- Comp Cam flat tappet camshaft (.543 int .537 exh lift, 256/267 @ .050, 108 lobe center); Comp Cam lifters, pushrods, Steel roller rockers.
- Hamburger Road-race oil pan.
- Dart Pro1 Platinum 200cc Alum heads (61.5-62cc chambers cc'd). Intake/Exh ports worked; 4 angle valve job; Dart valves; Comp Cam springs (setup for 125lb cl, 325lb open pressure).
- 11.1 to 1 comp ratio (calculated). I run AV Gas - 100LL - with no problems.
- Victor jr intake; Holley 850dp.
- Stahl headers w/sidepipes.
- Aluminum radiator.
- SFI balancer.
- MSD 6A w/ soft-touch rev limiter; MSD shift light.
- 10gal aluminum fuel cell; Holley Blue fuel pump.

DRIVETRAIN:

- TH350 forward manual body (Phoenix Trans);
- B&M SFI flywheel; 5000 stall 8 inch convertor; B&M shifter; B&M trans cooler.
- 4.56 Corvette rear end w/Moroso Brute Strength carrier, clutches, springs.
- 15x10 wheels w/MT ET 28x12.5 Streets (new in Sept); 15x2.75 wheels w/26x7.50 MT Sportsman fronts.
- 90-10 fr drag shocks; Koni rear shocks.
- 3 inch 7/16 wheel studs front and rear.
- Dual-pin front brakes; stainless steel brakes lines.
- Urethane a-arm bushings.

CAR IS NOT 'CUT UP'.

- Stock interior w/ ps, pb, pw, rear window fogger. Horn, turn signals, lights, wipers all work.
- 4-pt Roll bar; Impact 5-pt cam-lock harness (2013 exp dates)
- Front headlight assemblies removed.
- Stock hood w/3in cowl scoop and cold air box. ZL1 Wheel Flares. Glass bumpers.
- Car was stripped to glass and repainted Millenium Yellow in 2002 by experienced Corvette body man.

Car is currently drag raced in FootBrake class. Best time - 6.994/97.45mph in 1/8 mile; low 1.50 60-ft (best 1.49).

Drag race it as it sits (last run on 11-12-11). Autocross it with a shock change (I have the front Koni shocks), alignment, and wheel/tire change. Putting it on the street will take a little more work!

\$10,000 for the car complete.

\$12,500 car and all spares I have - 2 rear ends (3.55 and 3.70), several other rear housings, spindles, trailing arms, stub axles, small parts, 3500 stall convertor, half-shafts, springs, #186 heads, 355 short block (12.5 to 1), 2 extra 15x10 wheels w/drag tires, LT-1 stock aluminum intake, whatever else I find.

I have owned the car since 1984. Many time class winner in NCCC autocross and drag competition. Lots of receipts, time slips, etc. I have the clear title. Car is in Arlington, TX.

Walt Zschirnt

wzschirnt@yahoo.com