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Corvette GTR delivers stunning looks, stellar performance

Individuality has always been a Corvette trait. From the earliest years of the cars history, those who've been inspired by the 'Vette's personal attributes have expressed their own personality through its form and function. And; of course, a few certain enthusiasts' personalities demand even more than can be . delivered from Bowling Green.

The newest Corvette, the C5, is no different. As exciting and well-executed as Chevrolet's sports car is, its world-class shape and performance are merely the basis for some to say, "that's a good. starting point." At least that's what car designer/manufacturer Jeff Nowicki thought when he developed the new Corvette GTR.

Available exclusively through Jack Cauley Chevrolet, a Detroit-area dealership, and Rolie Purifoy, a Denver-based dealer; the Corvette GTR fills the needs of those who demand styling, exclusivity, and "too much is just enough" horsepower. The GTR is a complete package that combines both aggressive looks and asphalt-melting performance."

"This is a Corvette for true sports car aficionados," says Jeff Cauley. "The GTR balances subtle, yet noticeable styling enhancements and backs up the looks with stunning performance."

Available as either a coupe or a roadster, each GTR begins life as a Z51- suspension package Corvette. Once delivered to the conversion facility, each GTR is transformed with:

- *GTR body panels, which replace all the Corvette's stock panels, except for the hood, roof and rear deck*
- *400 plus HP LS1 engine upgrade*
- *18-inch front and 19-inch rear wheels and tires*
- *Performance exhaust system*
- *"GTR" ornamentation*
- *"GTR" embroidered seats*
- *"GTR" numbered serial plaque*

The Corvette GTR's performance balance is due to the efforts of Jeff Nowicki and the staff of Troy, Michigan-based Specter Werkes/Sports, Inc., who design and assemble the GTR for Cauley and Purifoy. Nowicki, who's been racing and tuning Corvettes for years, has also spent some time behind a drafting table. His automotive design experience and hands-on driving skill has allowed him a unique perspective when developing the GTR.

"We've strived to deliver great performance, but maintain ride quality", Nowicki says. "A high-performance car is no fun if it beats you up whenever you drive. The GTR is a no compromises package. You can drive it anywhere comfortably."

The GTR's body swells six inches wider than stock, dramatically enhancing the Corvette's styling cues. The fiberglass panels are direct, bolt-on replacements for the stock panels, including the front fenders, front fascia, rear fascia, door skins, and the fuel filler door. Wide, 18-inch front and 19-inch rear wheels, sized for a Porsche Turbo, fill the wider wheelhouses. 285/35-series rubber wraps the front tires, while 345/30-series treads are fitted to the rear rims.

As for the engine enhancements, Nowicki is keeping discrete about his secret recipe ... for the moment. All he'll say is that 400 plus horses was the goal and it's been met. Performance testing is currently underway.

The limited edition 1999 Corvette GTR will begin production in early fall, for sale through Jack Cauley Chevrolet (East Coast Sales), in West Bloomfield, Michigan and Purifoy Chevrolet (West Coast Sales), in Denver; Colorado. Approximately 25 GTRs are slated for production starting this year. For more information, contact Jeff Cauley at (248) 855-9700 or Rolie Purifoy at (800) 283-2438.