



Our Callaway TwinTurbo

By: Jack Layton



One Sunday in March of 1998, Janet and I decided to drive down to Porter Chevrolet to look for a daily driver for her. So, since they would be closed, we knew we would be able to inspect some used Blazers without being bothered by any salesman. After looking on the used car lot and not finding anything she liked, we proceeded to walk back to the car, when "I spot it".

Sitting in the showroom is this Vette. I quickly realize that this is no ordinary Corvette by the ducts on the hood. But, because it was inside the showroom, I knew I had to have a closer look. So the next day, which happened to be Saint Patrick's Day, I drive down to Porter's, find a salesman, tell him to put a "sold sign" on the car, and that I would be down that evening to finalize the deal.

Now, the interesting thing is, I personally was not looking for a car. We had just sold the other 1992 Blackrose convertible a couple of years earlier, and I wasn't sure if I even wanted another Vette. The new Firehawk Trans Am had just come out, and being that I had a 1973 and a 1980 Trans Am during my younger days, I was kinda leanin towards getting another one when the time was right.

Well, that evening, Janet and I go back down to Porter's. While she is talking to "Our friend the manager", I'm checking the car over. I notice it has some flaws- scratches in the paint were very obvious. The fact that someone tried to touch them up, made it look even worse. The carpet was badly worn in most areas and the seats needed some attention as well. The car was at this time 11 years old, and had just less than 36,000 miles. In my opinion, the car was well used, considering the mileage.

Next, I open up the hood and this is when I get my first look at the engine. Now, I am no motor head, so I wasn't completely sure what I was about to embark on. There were plenty of badges on the car denoting that it was a "Callaway Twin Turbo Corvette", but I had not heard of Callaway before, so I was not sure what I was truly ready to purchase.

So, I take the car out for a test drive, putting the car through its paces, and checking everything out. After about an hour, I return with a big grin on my face. Needless to say, at this point all I knew is that I had to have it. We sit down and finalize the deal. I drive the car home, pull it into the garage, and lock the doors when- well that's a whole other story.



Now, some specifics about the car: The engine option-RPO B2K was only available from 1987 to 1991, and only through selected Chevrolet dealers. This was, and still is, the only time GM has allowed an outside engine builder to prepare a power plant for their cars. There were only about 20 Chevrolet dealers across the country that you were able to order the "Callaway Option" from. After the car was built and shipped from Bowling Green, Kentucky, it made its journey to Callaway Cars in Old Lyme,

Connecticut for the \$19,995.00 engine conversion. The motor was a complete rebuild package, not just a turbo-charging package. However, the transmission and rear differential are completely stock. There were only 510 Twin Turbo's built during this 5-year period, with my car being the 4th one built in this sequence. They did build one in 1986 using a two-toned Malcome Conner edition.

My car in particular was ordered from a New York dealer and was built on November 26, 1986. I am the third owner of this car. The first person only owned the car for about 1 year, while the second person owned it for about 10 years. Little did I know at the time, that this car was one of the first Callaway conversions to be done. It was the 3rd one built for the 1987 model year out of 188. It has the 4+3 Doug Nash Transmission, which in essence, is a four speed with 3 over drive gear ratios.

Since I've owned the car, it has been repainted, the carpets replaced and the seats re-upholstered. These items were the most glaring, and needed the quickest attention. Also, the exhaust system was replaced and new wheels and tires installed. Most recently, it has appeared in the March 2006 issue of Corvette Enthusiast.

Over the past 8 years, I have put on approximately 20,000 miles, and have had absolutely no problems with the "Callaway" side of the car. I did have a problem with the fuel system, which turned out to be the sending unit. Other than that, just routine maintenance is all that has been performed on the car.

I enjoy the car as much today, as I did the day I bought it. It is a fair weather car, seeing on average, 2500 miles a year. One of these days, I plan to take it up to Callaway Engineering for a thorough check up.

Needless to say, St. Patty's Day holds a special meaning to me.

P.S. I almost forgot. Janet did end up leasing the Blazer that "Our friend the Manager", had been driving. She was happy. Need I say more?

