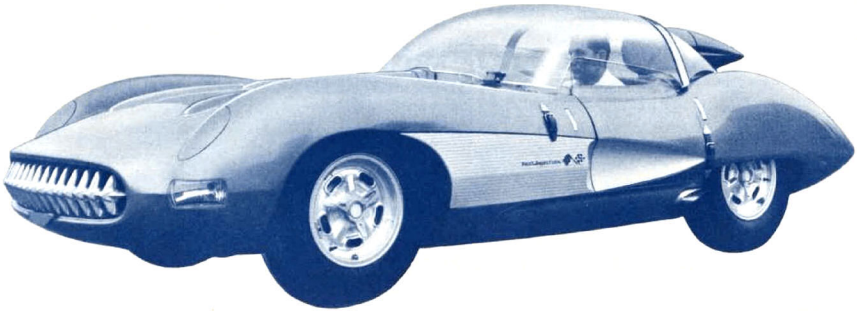
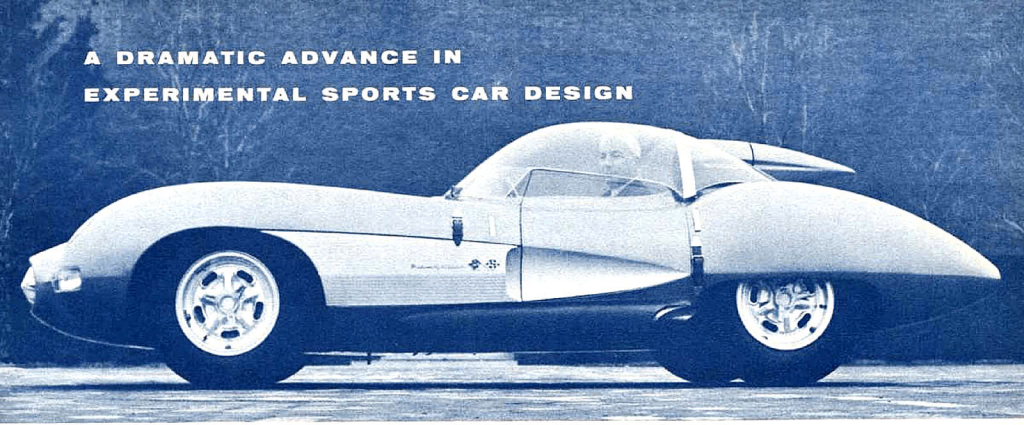
An exciting new **EXPERIMENTAL**

Chevrolet Corvette . . .



A DRAMATIC ADVANCE IN EXPERIMENTAL SPORTS CAR DESIGN



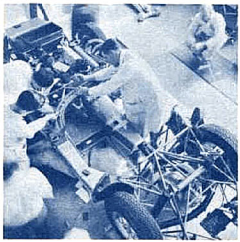
● *Purely experimental, this special Chevrolet Corvette is the product of creative engineering research. It incorporates many advanced features that may help shape future automotive design.*

FEATURES *and* SPECIFICATIONS

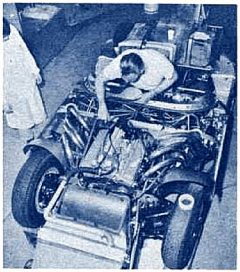
GENERAL DATA—Wheelbase, 92 inches. Overall length, 168 inches. Tread, 51.5 inches front and rear. Dry weight, 1850 pounds.

BODY STRUCTURE—Special low-weight magnesium alloy skin over truss-type tubular frame of welded chrome-molybdenum tubing. This lightweight tubular-truss frame is exceptionally rigid, and highly resistant to torsion and shock. Low plastic windscreen shields front and sides of two-passenger cockpit when aerodynamic bubble is removed. Headrest housing encloses a sturdy safety bar. Front and rear body sections are hinged, and can be raised for easy access to the engine and rear suspension system.

POWER PLANT—Engine is basically a production Chevrolet "Corvette V8" with Ramjet Fuel Injection, special camshaft, and low-weight valve system with mechanical valve lifters. Displacement 283 cubic inches, bore and stroke 3.875" x 3.0". Engine output more than 300 horsepower. Special experimental features include aluminum cylinder heads, clutch housing, water pump and radiator core. Oil pan is a specially engineered magnesium casting. Large exhaust pipes flow from individual cylinders into collector pipes equipped with low-resistance, straight-through type mufflers. Engine weight per horsepower is approximately 1.5 pounds.



The high-capacity coil spring clutch is hydraulically operated. Generator is 12-volt lightweight aircraft type. An engine oil cooler is included in the bottom of the aluminum radiator core. No fan is required.



Special plastic 43-gallon fuel tank is located behind the driver. Fuel is supplied to the engine by two electric fuel pumps.

TRANSMISSION—Special Chevrolet close-ratio 4-speed, with full Synchro-Mesh in all forward gears. With aluminum alloy case, entire transmission unit weighs only 65 pounds. Gear ratios: (1st) 1.87:1, (2nd) 1.54:1, (3rd) 1.22:1, (4th) 1:1, (Rev) 1.87:1. A short propeller shaft connects transmission with frame-mounted rear axle differential assembly.

DIFFERENTIAL—Cast differential case of low-weight alloy features quick change gears, with final drive through spiral bevel ring and pinion of 3.55:1 ratio. Interchangeable quick change gears permit a combined ratio range from 2.63:1 to 4.80:1.

SUSPENSION—Front wheels are independently suspended through non-parallel rubber-bushed control arms, forged steering knuckles with spherical joints, coil springs, and tubular shock absorbers. Sway is controlled by a link-type stabilizer bar. Front suspension geometry achieves a high roll center that contributes to excellent handling and stability.

Rear suspension is based on the DeDion principle, with differential assembly rigidly attached to the frame and road wheels interconnected by a tubular member. Axle shafts drive the wheels through universal joints.

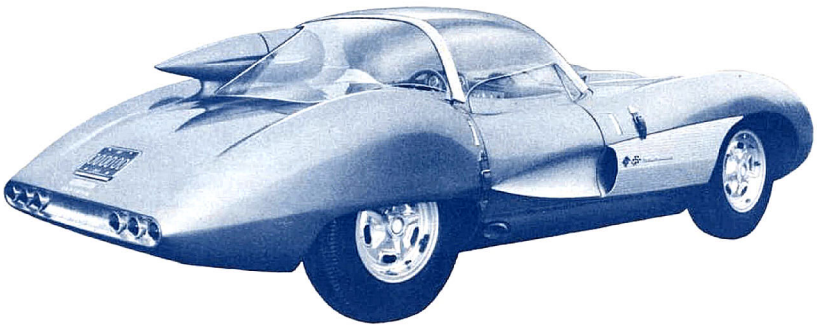
An important advantage of this design is a low ratio of unsprung-to-sprung weight, since the differential assembly is carried by the springs. Drive line torque reactions are absorbed by the frame without affecting rear wheel loading. Suspension movement at the rear wheels is uniquely controlled by four arms that link the frame and the DeDion tube.

BRAKES—Vacuum power assisted, with separate power units for front and rear brakes operated by a single pedal. Maximum braking force to rear wheels can be adjusted for most effective stopping power. Rear brakes are mounted inboard, next to the differential case. Brake facings are specially engineered for durability, and offer exceptional resistance to brake fade. Composite drums have cast iron braking

surface with finned aluminum outer rim to increase heat dissipation. Rear suspension design transfers braking forces directly to the frame.

STEERING—Steering is precise and accurate, with recirculating ball-type gear, and linkage located forward of front wheel spindles. Overall steering ratio is 12:1.

WHEELS AND TIRES—Quick-change wheels are low-weight cast magnesium with knock-off hubs. Special sports-type tires are 6.50/6.70-15 6 ply front, 7.10/7.60-15 6 ply rear.



CHEVROLET

Creative Engineering makes every Chevy a Corvette at heart!