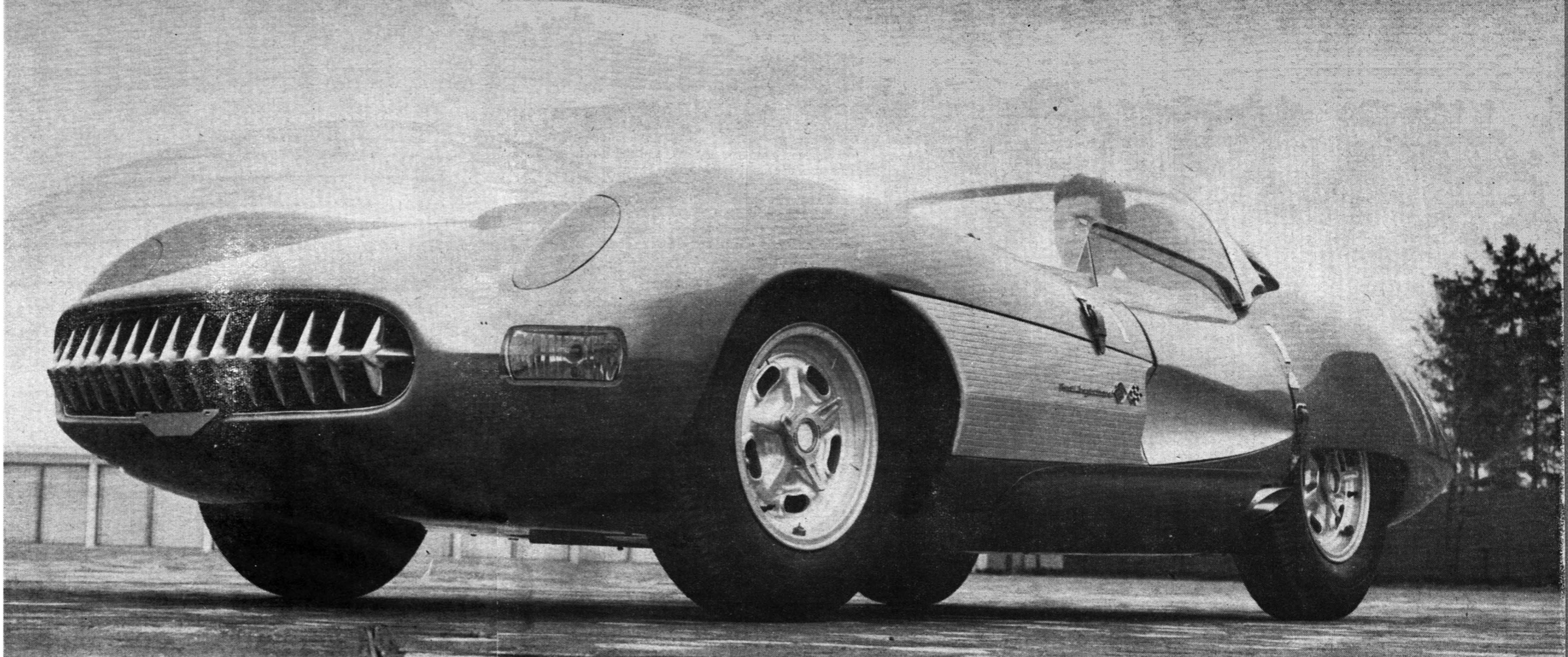


JOHN FITCH AND ZORA ARKUS-DUNTOV, driver and designer, are shown with the SS Corvette during the testing at Sebring.



LONG NOSE AND SLEEK LINES OF THE SS CORVETTE GIVE CAR A BUSINESS-LIKE APPEARANCE. MAGNESIUM WHEELS ARE HALIBRAND.

THE CORVETTE SS

SPIDER-LIKE exhaust system was necessary due to complex design of space frame around engine. Aluminum is used extensively in the engine and with the cylinder heads and water pump made of aluminum, the 300-plus horsepower engine weighs only 450 pounds.

FOUR-SPEED, close ratio transmission for the Corvette SS is an excellent design for competition work as all four speeds are synchromesh, enabling the driver to select any gear he desires without double clutching. Case is aluminum, transmission weighs 65 pounds.



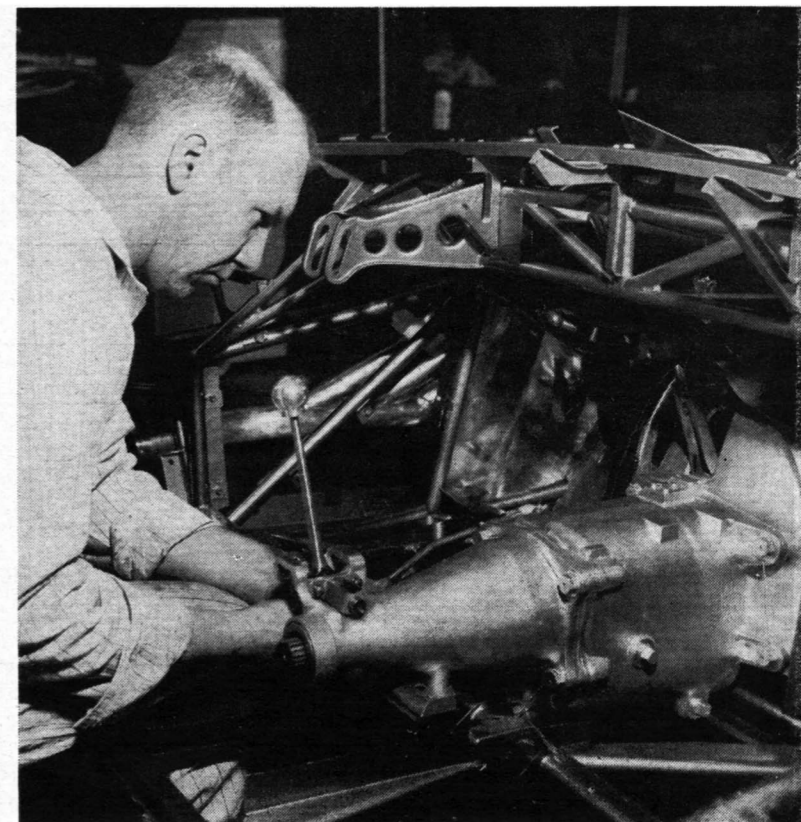
THOSE who only admire sports cars from overseas, plus a good many others, were rocked back on their heels just before the Sebring "Grand Prix of Endurance," in March, by the introduction of a new car from the unlikely direction of General Motors.

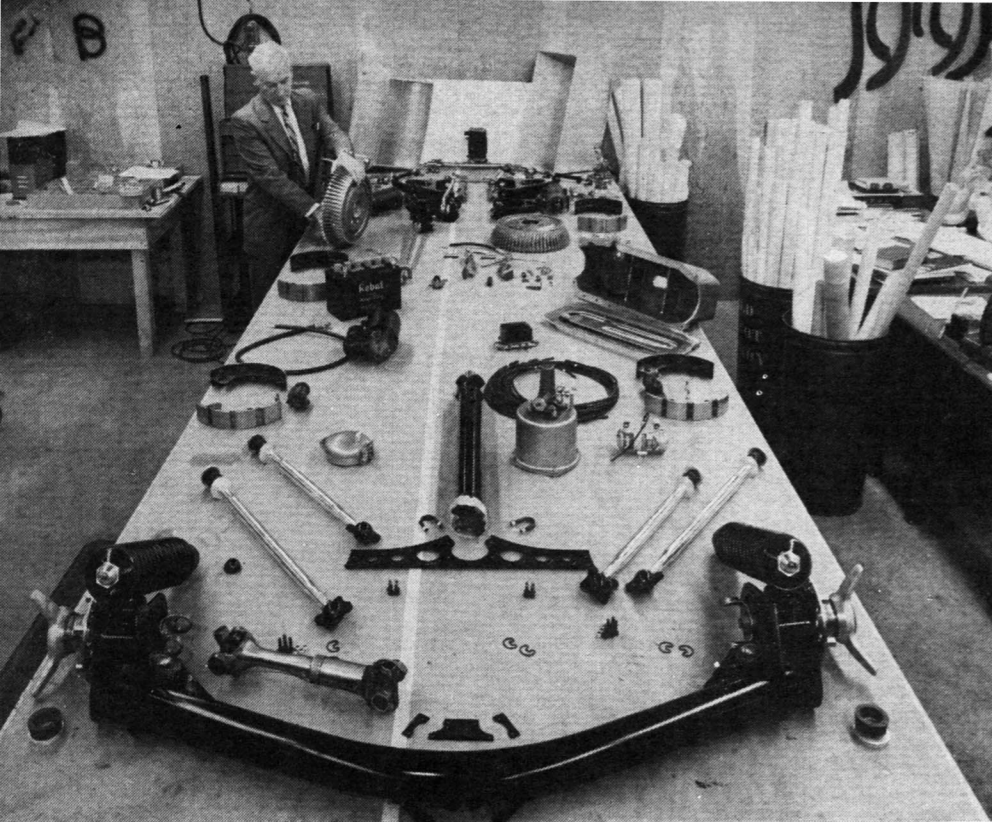
Totally unlike anything to come from a State-side manufacturer since the Stutz Bearcat, the new Corvette Super Sport, by Chevrolet looks as though it could have come from Stuttgart or Coventry. (this is meant as praise, not sarcasm)

It is evident that Chevrolet is in the racing business to stay, if the specifications of this new competition machine are any indication, and American enthusiasts couldn't be more pleased.

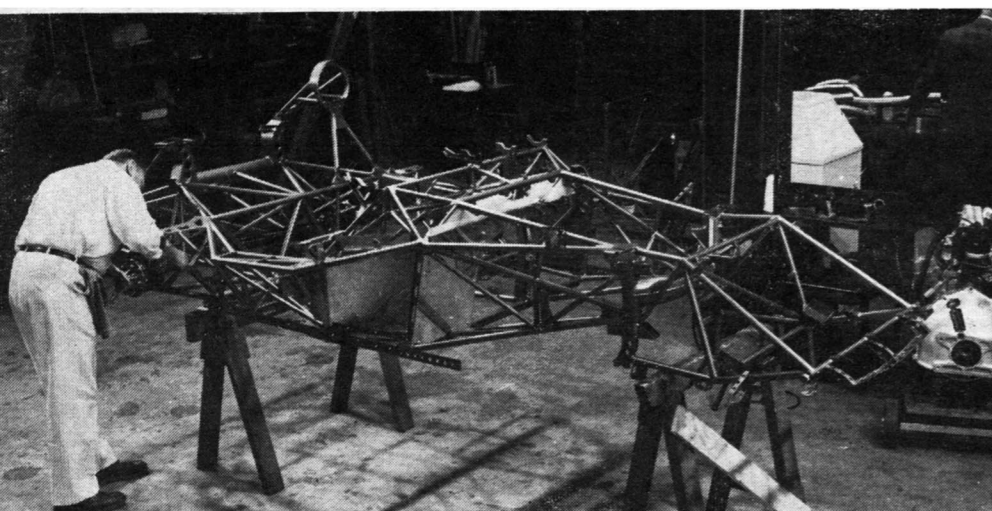
E. N. Cole, general manager of the Chevrolet Motor Division, was quick to credit Zora Arkus-Duntov, Chevrolet Engineer and noted European race driver and

CONCAVE SECTION, with six taillights and simulated grille bars, running across the rear of the body was probably added by the styling department that apparently designed much of the car. Headrest and bubble seem futuristic.





CAR DESIGNER Zora Arkus-Duntov stands beside display of special components of the new car. Parts that can be readily identified are, from front, dead axle beam and hub assemblies for the De Dion rear end, left axle and U-joints, rear coil springs, four radius rods, drive shaft and rear mount for same, zero-metallic brake linings and shoes, 12-volt battery, magnesium oil sump, aluminum and cast iron finned brake drums and, finally, the front-end suspension components.



TUBULAR SPACE FRAME of chrome moly steel weighs 180 lbs. and provides a very rigid structure for the suspension to work against. The roll-bar, which fits inside the teardrop headrest, can be seen in this "in construction" photo. Only one car was built for first event.

designer, with major responsibility for the development of the Corvette SS. "On October 1, 1956," said Cole. "Arkus-Duntov was assigned an engineering staff which began literally to build a car from the floor up." Considering the car was tested and entered at Sebring on March 23, this is extremely quick time to design a car and get it on the track.

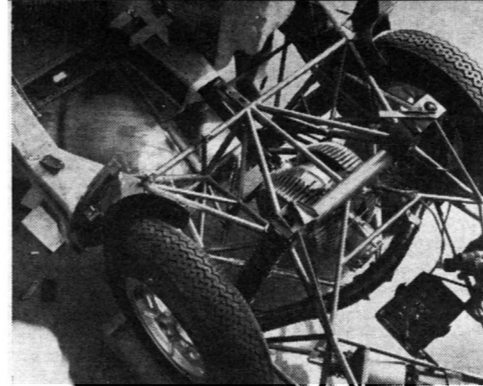
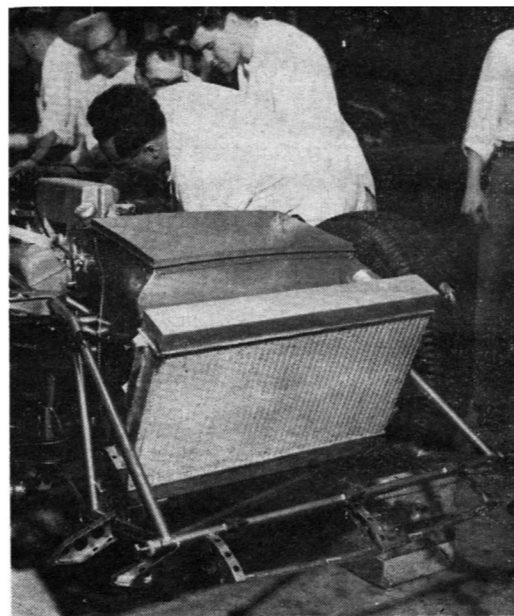
The performance of the Corvette SS and reason for its withdrawal from the race is clouded by a cloak-and-dagger type of operation by Chevrolet officials. It was apparently a case of chronic overheating. Some observers say one problem at Sebring was the old one of too many Chiefs and not enough Indians.

Anyway, there is still the basis here for a top contender in anybody's league.

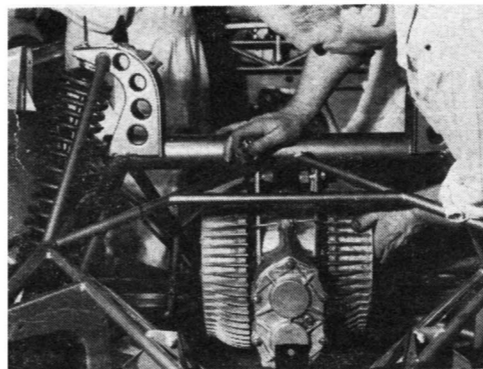
Weight and air resistance, the two major enemies of speed, have both been given much consideration by the designers. The aerodynamic shape of the car is excellent from nose to tail, with the possible exception of the "outer space" type headrest.

Weight was licked by the extensive use of aluminum and magnesium where ever feasible. The cylinder heads, water pump, clutch housing, transmission housing, radiator core, quick-change differential and brake drums are aluminum. The body, wheels, and oil pan are magnesium. Thus, the total weight of the

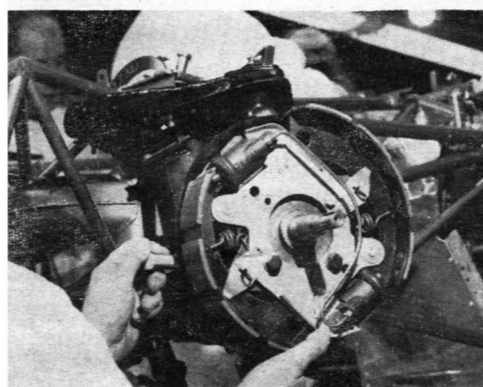
ALUMINUM RADIATOR core with engine oil cooler across the bottom is used because of its low weight. Hot air is ducted from radiator to outlet louvers on top of the body, without going through engine compartment.



REAR AXLE assembly is shown mounted on the car. Visible is the quick-change differential, inboard brakes and the coil springs.



CLOSE-UP of Halibrand quick-change center section, and finned brakes, also shows coil spring and shock absorber mounting system.



TWO LEADING SHOE brakes are used on the front wheels of the Corvette SS, which is a departure from the standard Corvette.

engine is kept down to about 450 pounds and the total (dry) car weight to 1850 pounds which is comparable to, or better than, any of the top European competition sports cars.

Independent front suspension, a De Dion rear axle assembly with inboard mounted brakes and the use of magnesium wheels, reduce the unsprung weight of the car to a minimum and insure good road adhesion under adverse conditions.

A reduction in overall size, over the standard Corvette, further indicates the desire of Chevy engineers to get the utmost from the car. The tread on the SS is 51.5 inches and the wheelbase is 92 inches as compared to 57 and 102 inches

respectively on the stock Corvette.

It is hoped by all, that the lack of complete success at Sebring does not deter Chevrolet from further experimentation with this car. It has the goods to deliver, and with the proper pre-race preparation and strategy, coupled with good pit work and top notch drivers (of which we have many) the car should make the automotive sporting world sit up and take notice.

Arkus-Duntov also was the designer, and original builder, of the Ardu aluminum ohv cylinder heads for Ford and Merc L-head engine, which were made popular for racing in this country by Clark and TeBow of C. T. Automotive. •

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