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Corvaire power plant mounted ahead of the rear wheels. Twin carburetors
draw fuel from a twelve-gallon gas tank mounted in the nose of the car. Exhaust
is fitted with a Corvaire four-speed all-synchromesh transmission and a
hydraulically-operated clutch.

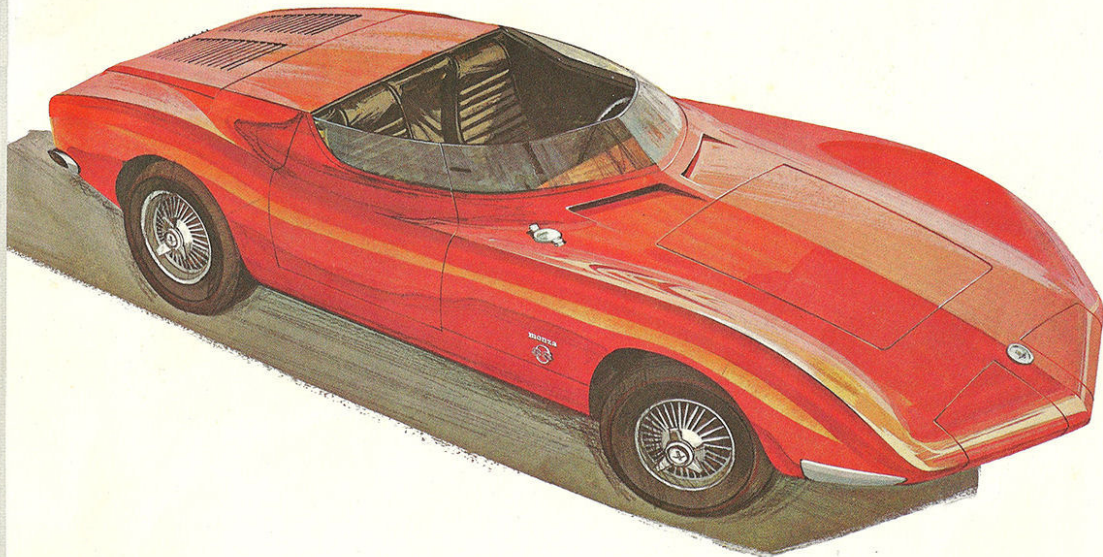
THE XP 777 CORVAIRE MONZA GT is a fiberglass, fastback coupe of aerodynamic
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Chevrolet Idea Cars



CHEVROLET

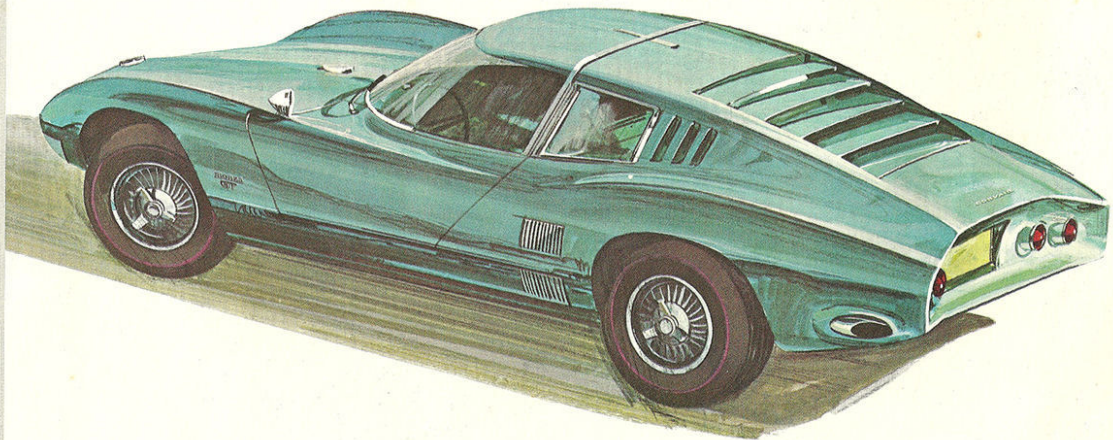
Today's ideas for
tomorrow's driving



XP 797 CORVAIR MONZA SS

THE XP 797 CORVAIR MONZA SS was introduced at the 1963 International Automobile Show in New York City as a part of Chevrolet's continuous program of building and evaluating new styling and engineering ideas. The low-swept roadster is wind-tunnel designed in fiberglass with an over-all height of 30 inches. Power unit for the car is a standard Corvair engine placed behind the rear wheels. The Monza SS utilizes four carburetors, disk brakes behind cast

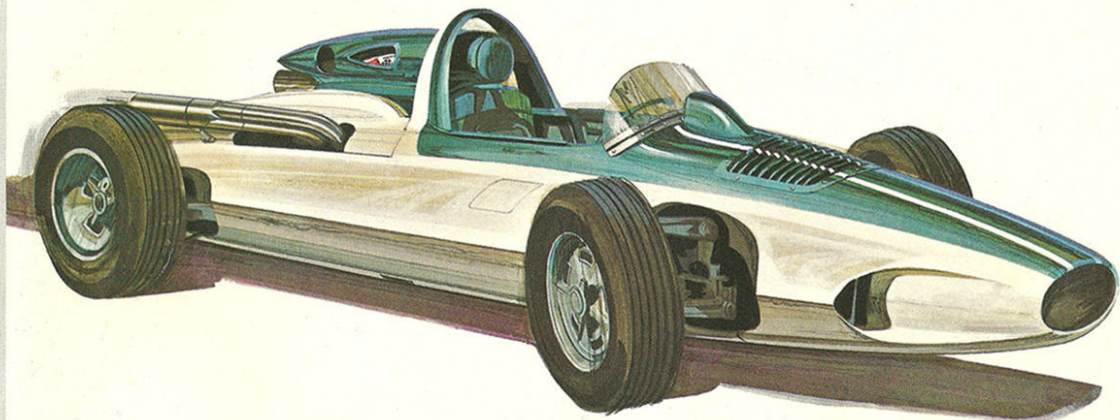
light alloy wheels and a hydraulically-operated clutch. Twin fuel tanks, joined by a balance tube, are placed in the fenders just behind the front wheels. In the cockpit, its non-reflective dash panel is in crackle-finish black with steeply reclined contour seating for two. Foot pedals and the wood-rimmed steering wheel adjust to the driver's personal preference.



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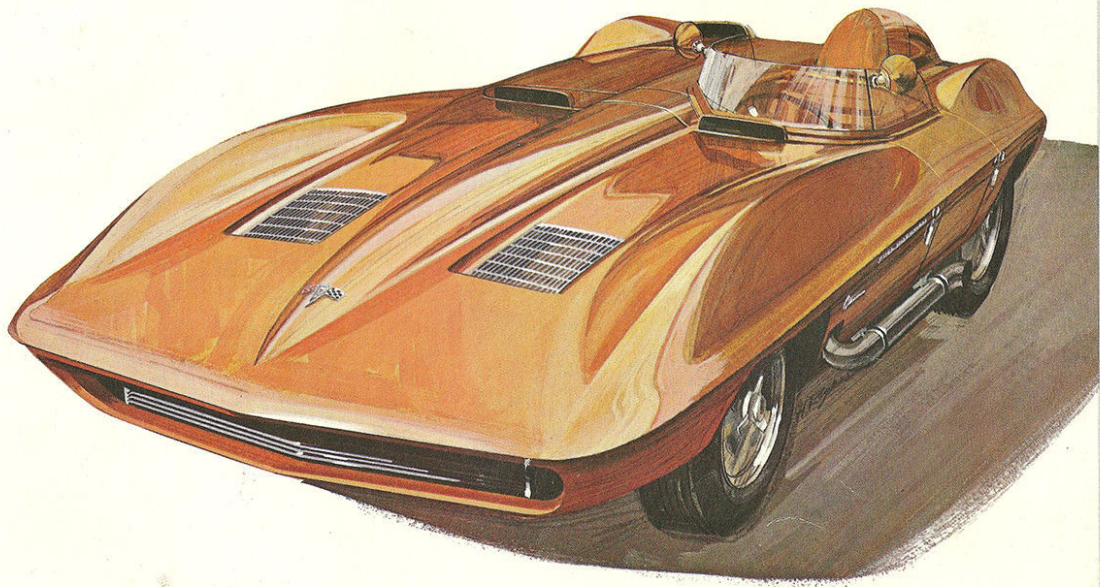
body section pivots upward exposing the drive system and the 6-cylinder Corvair power plant mounted ahead of the rear wheels. Twin carburetors draw fuel from a twelve-gallon gas tank mounted in the nose of the car. Exhaust is through twin outlets placed behind each rear wheel opening. The Monza GT is fitted with a Corvair four-speed all synchromesh transmission and a hydraulically-operated clutch.



CERV I

CERV I (Chevrolet Engineering Research Vehicle) was developed in 1960 as a research model for Chevrolet's continuous investigation into automotive ride and handling phenomena under realistic conditions. Aerodynamically designed in fibreglass, the streamlined body fully encloses the underside of the car. Power for the CERV I is supplied by a special, 350-pound aluminum version of the Chevrolet 283-cubic-inch V8 engine developing 350 horsepower.

Other engine features are: special fuel injection unit, aluminum radiator mounted forward of the driver and two oil cooler radiators mounted on each side of the main radiator. Power is transmitted through individual axle shafts with universal joints on each end. Brakes feature fin-cooled drums cast in aluminum with sintered cast-iron braking surfaces. Two brake pedals are installed to be used at the discretion of the driver.



XP 87 CORVETTE STING RAY

THE XP 87 CORVETTE STING RAY—completed in 1962, this experimental Chevrolet was designed and built to test handling ease and performance. Forerunner of our present-day Corvette Sting Ray, the car has a 92-inch wheelbase, a 175-inch over-all length. It is 31½ inches high at the cowl and 69 inches wide. Weighing 2100 pounds, the car is powered by a fuel injected V8 engine of 283-cubic inch displacement. The custom built power plant features special

aluminum cylinder heads with oversized valves. Compression ratio is approximately ten to one with 315 horsepower at 6200 rpm. The Sting Ray uses a Corvette synchronized, 4-speed transmission, independent front suspension and special shock absorbers. The sleek body is of fiberglass with aluminum stiffeners bonded in, and the car has a 35-gallon fiberglass fuel tank.