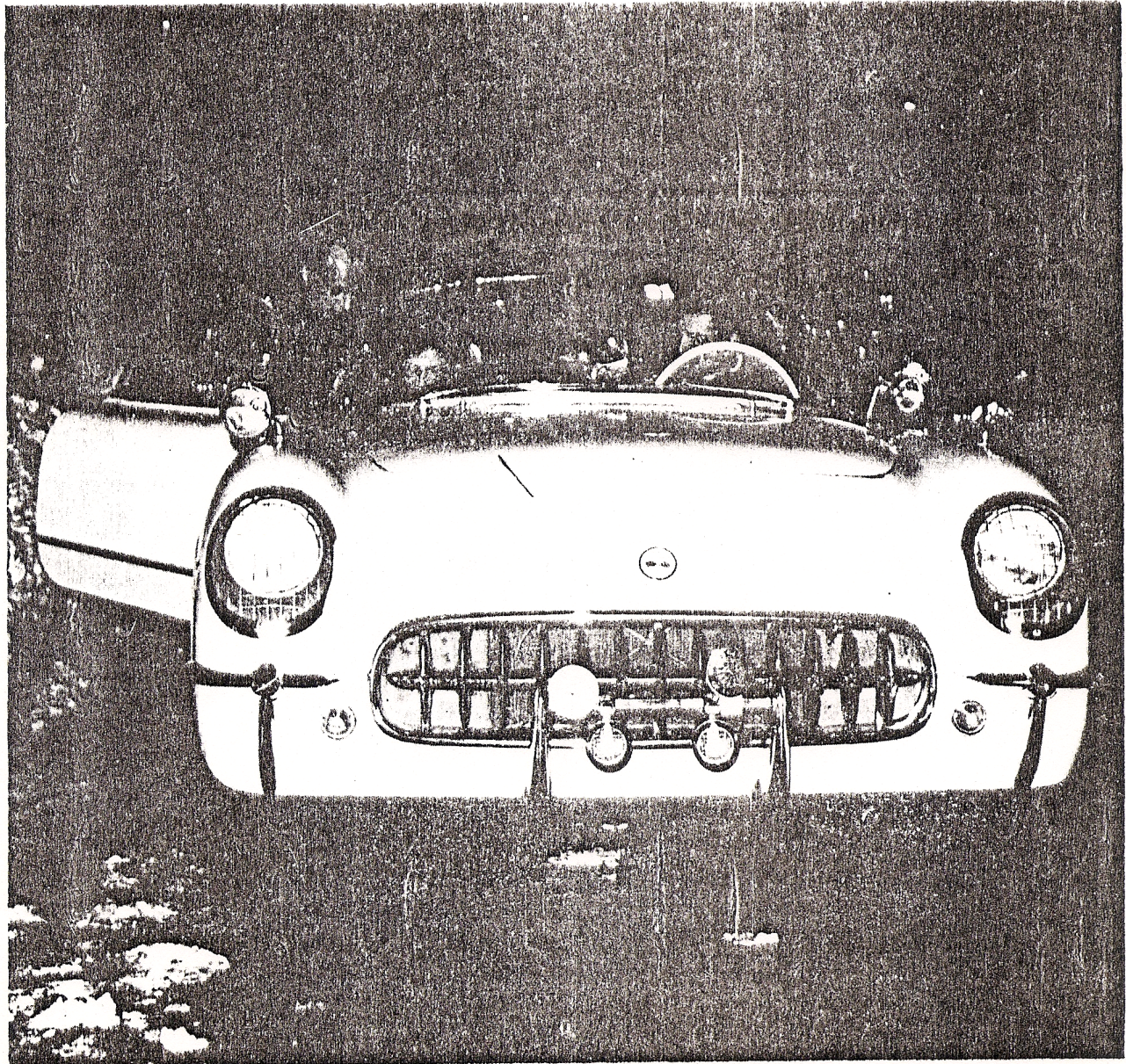


# Gas Cap



"CORVETTE CLUB OF DELAWARE VALLEY"

EDITOR -- Robert Levin

ASSISTANT EDITOR -- Joseph Hutelmyer

PUBLISHER -- "Corvette Club of Delaware Valley"

EDITORIAL ASSISTANT -- Toby Levin

ART DIRECTOR -- Robert Levin

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In place of the usual editorial we are presenting an article on the 1961 Corvette.

The '61 model will present all-new rear end styling and some minor grille changes (much to our regret, not the beautiful oval shaped floating grille seen on the XP-700) but the general lines of Detroit's only sports car are very similar to the previous three models.

The styling change of the rear deck features a sharp horizontal line breaking the once-rounded Corvette trunk. This modeling by sculptured edges rather than chrome strips seems to blend well into the general lines, and gives the appearance of some Italian influence

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See You Next Month.

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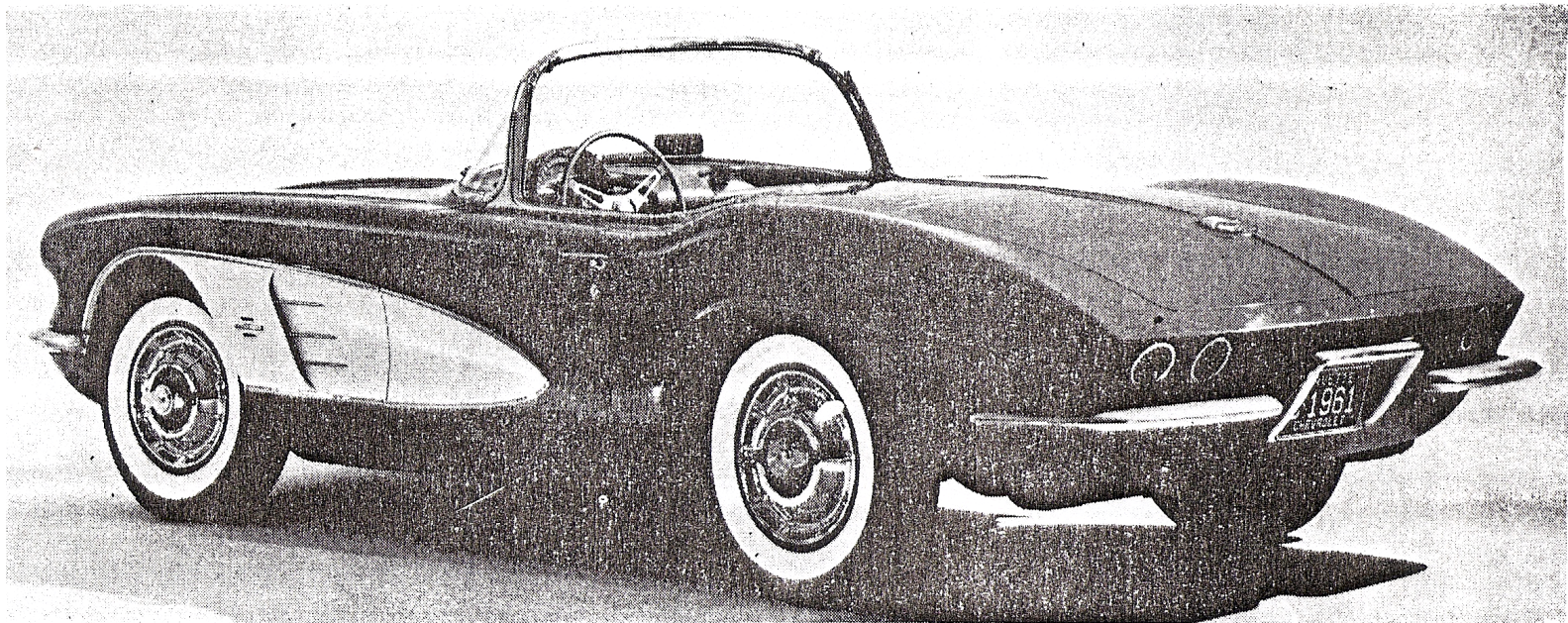
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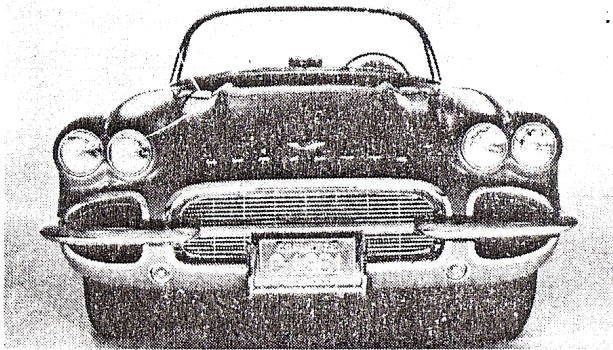
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RESCULPTURED TAIL IS CLEAN AND SMOOTH, WITH HORIZONTAL REAR LINE THAT PROVIDES A STYLING KINSHIP WITH THE CHEVY FAMILY.

# CORVETTE

*The '61 rear end is new but competitors will recognize the same proven powerplant*



## CORVETTE 1961 ANALYSIS

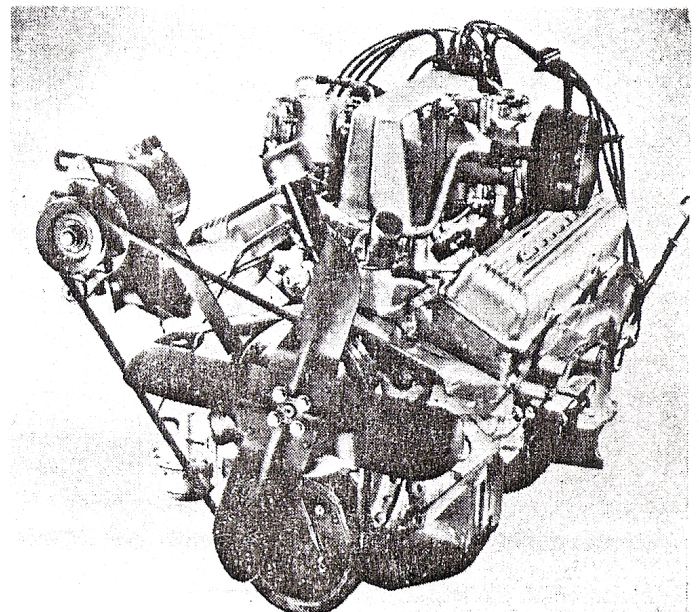
### Engines

Cubic Inches	Type	Compression Ratio	Carburetors	Torque	Horsepower
283	V-8	9.5:1	4-bbl.	300	230
283	V-8	9.5:1	2 4-bbl.	300	245
283	V-8	9.5:1	2 4-bbl.*	300	270
283	V-8	11.0:1	Fuel Injection	NA	275
283	V-8	11.0:1	Fuel Injection*	NA	315

Notes: \*Indicates with special cam.

### Dimensions Compared (in inches)

Car	Wheelbase	Length	Height	Width	Front Tread	Rear Tread
1961 Corvette	102.0	177.7	52.2	70.4	57.0	59.0
1960 Corvette	102.0	177.2	51.6	72.8	57.0	59.0



**TIME-TESTED 283 ENGINE** is available in 275-hp fuel-injected version; with special optional cam, engine is rated at 315 hp.

## THE RISE OF THE CORVETTE

The name Corvette, to which we are all so dedicated, was introduced to the American public in the winter of 1952. At that time it was not ready for production due to the bugs that had to be ironed out in the new fiber glass body. Most of the problems arose from bonding and joining the plastic. Output finally started around January, 1954, with about 1000 per month being produced while waiting to size up public reaction.

That original 1954 Corvette makes an interesting comparison with our current 1960 versions, or the '61's soon to be released. I shall do that later on.

The first Corvette engine was an OHV 6 of 235 cu", rated at 150 horse power. It carried 3-2 bbl carbs, backed by a powerglide transmission. Curb weight was 2850 lbs., and delivery price was \$ 3,490, F.O.B. Detroit. One feature soon dropped (1956) were the attach-by-hand side curtains.

Changes for 1955 were limited to the engine room, with Ed Coles' famous V8 being added. You could have your choice of the 150 HP six with Powerglide, or the 265 cu", 180 HP V8 backed by a Powerglide, 3 speed or Over Drive.

From 1956 came the sculptered side panel, a new body style that has been the identifying mark of Corvettes. Up until this time Corvettes had, unfortunately, been rather ugly, when the top was up. This was all changed with the new body style, and was so pleasing that it hasn't been changed yet. Seems as though it will be for 1961.

A new 225 HPV8 is made available, standard shifts become more prominent, and roll up windows bless the scene.

1957 saw the introduction of an engine option that has had the rest of Detroit trying to catch up ever since. Fuel Injection! Chevrolet's FI unit is basically German Bosch in design. I won't go into further detail, as we all know about it. Engines available were the 283 hp FI, 270 hp with 2 X 4's, or the 225 hp with a single quad.

Options, options, and more options is the keynote for 1958. Five horsepower, 4 rear axle, and 3 transmission options are offered. Introduced new is the fully synchromeshed 4 speed transmission, the posi-traction differential, and F.I. unit with a high-speed valve system. Dual headlights, regrouping of the instrument panel, and a new interior are also featured. Ten inches is added to the front end length, making for 177 inches overall length, instead of the 167 used the first four years. Weight still remains nearly the same, about 2800 lbs.

Change in the 1959 model is not great. Radius rods are added to the rear suspension, a stowage bin under the panic bar, and a T-handle added to the 4-speed to prevent accidental shifting into reverse. The list of options

grows, with much of them devoted to racing owners. The only body change is the removal of false louvers in the hood and the chrome strips on the trunk. Bucket seats are also improved.

The styling of the 1960 Corvette is exactly the same as the '59. Extensive use of aluminum on the engine and some of its components helps to reduce the weight. Top horsepower rating was up to 315, then dropped back to 290 at the discontinuance of the aluminum heads.

For 1961, those who know won't tell.

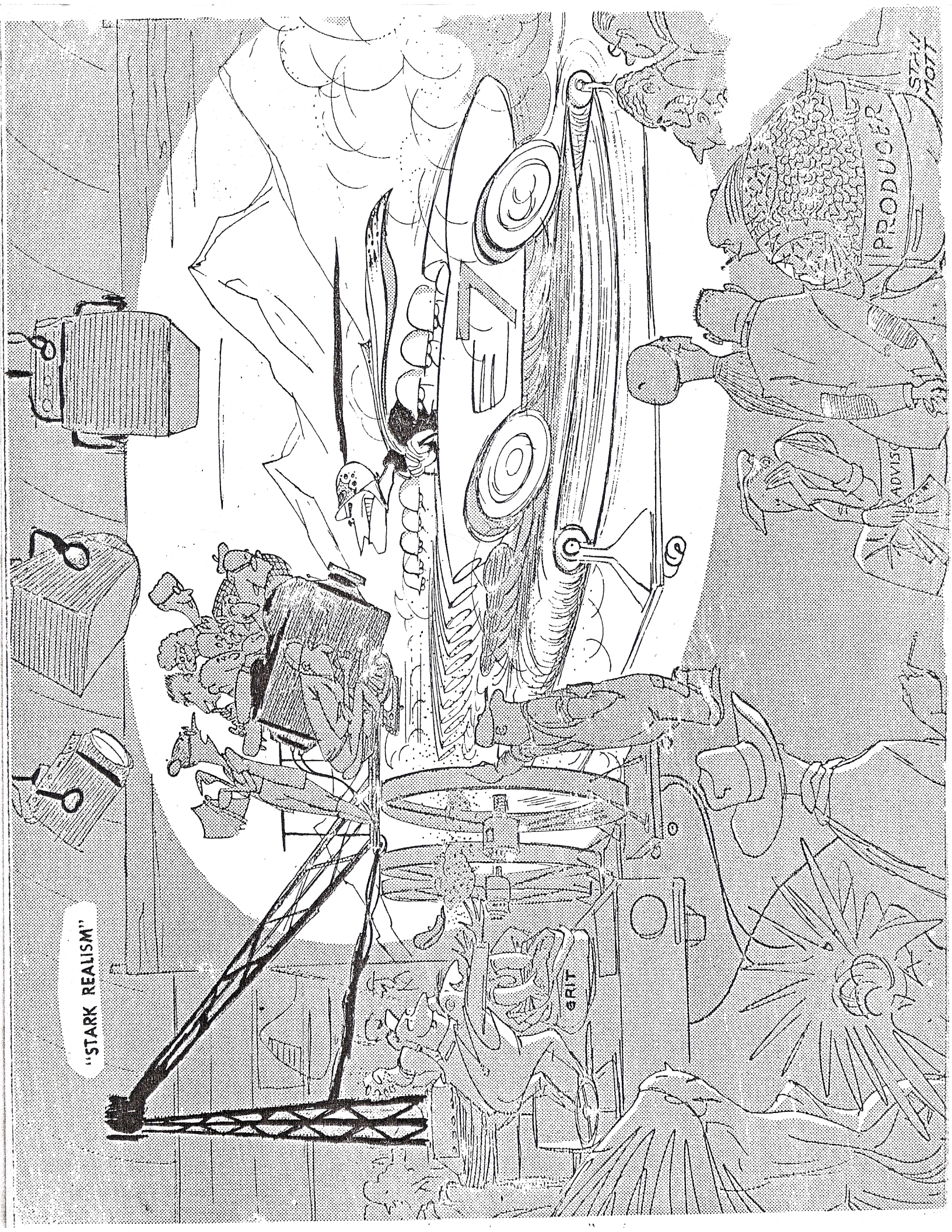
Now for that comparison of the 1954 with the 1960 Corvette. Only those things are listed that haven't been previously mentioned or are of relative importance.

	1954	1960
1. Cost	\$ 3,490.	\$ 3,890
2. Weight (lbs.)	2850	2840
3. H.P. (Max)	150	290
4. Compr. Ratio (Max.)	8:1 (150 hp)	10.5:1 (290 F.I.)
5. Top Speed	105	Who Knows?
6. Lts. per HP	18 (150 hp)	9.8 (290 F.I.)
7. 0-60 (sec.)	14 (Powerglide 6)	5.8 (4 spd., V8)
8. Steering Ratio	16:1	21:1, 16.3:1 (Optional)
9. No. rear axle ratios available	1	4 (any with Posi-traction)
10. Ground Clearance (Inches)	6	8

Note: There is no change in height, width, wheelbase, seating capacity, body material, tread width, tire size.

(Roy Duffield)

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