

SECRETS OF A CORVETTE THIEF

VECTE

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DISPLAY UNTIL NOV 12th

Full Report '88 CORVETTE

- 365 HP Callaway Twin Turbo Option
- Factory Aero Package
- 17-inch Wheels and Tires



GET IN ON THE '74-'78 BOOM

Long Term Test: '87 Roadster

Bunkie's Toy: THE FIRST AIR COUPE

Bloomington Gold '87: Money Talks, Nobody Walks

TECH Build a killer 400 small block



Bloomington Gold Special Collection Star: '63 GM Styling Car



SPECIAL COLLECTION IV

Photos by Bill Brunt

Bloomington Gold '87

This year's Collection focuses on a milestone in the history of automotive engineering—fuel injection.

□The Special Collection. The crown jewel of Bloomington Gold. In this its fourth year, the Special Collection has showcased under one roof 32 examples of Corvettes factory fitted with what has since become one of the most sought after induction systems ever offered to the public—fuel injection. Models include state of the art restorations, low mileage originals and current production versions.

While each car in the Collection is a standout in its own right, this year's star attraction is the duo of Chevrolet Engineering Research Vehicles—CERV I and CERV II, the ultimate fuelies. While space limitations prevent us from giving you a detailed look at every car on display, here are some highlights that capture the flavor, rare and exquisite, of The Special Collection IV.□

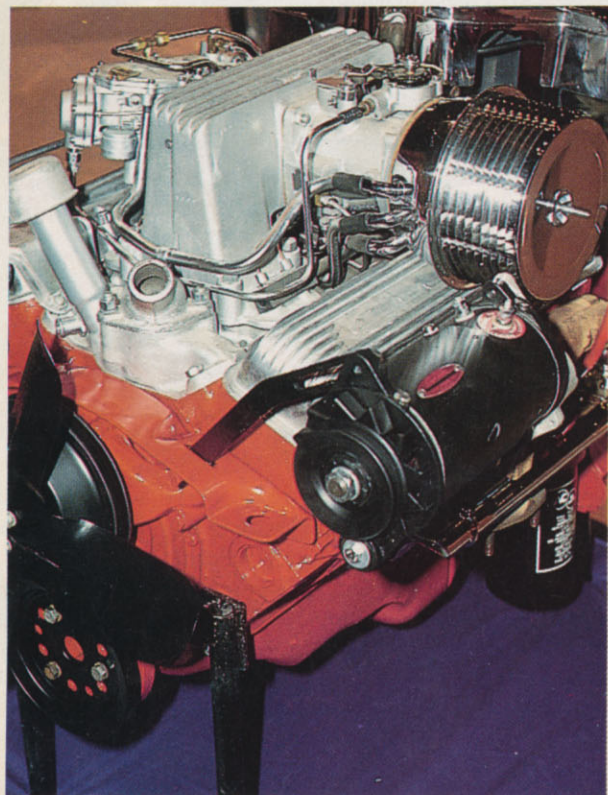
1963 GM Styling Car

Owner: Werner Meier
of Farmington Hills, MI

Serial number 148 began life as a fully optioned, red fuel injected roadster and was immediately placed in company service at General Motors Styling. Styling performed a number of modifications at the GM Technical Center in Warren, Michigan during the 1963 model year. Extensive modifications were made to the interior trim and hardware, as well as the exterior body and powertrain. Many of these changes were eventually incorporated into future model Corvettes.

Once its utility as a show/evaluation car ended, the car was used as an engineering "mule" for powertrain and exhaust system development until late 1966. At that time, it was sold to Abraham Yeahey, an employee at Chevrolet Engineering. Over the next 16 years the car changed owners six times in the suburban Detroit area, being used primarily for routine transportation. The car was acquired by Wally Abela in 1983, who began the restoration process prior to selling it to its current owner in 1984. The car has now been restored to appear as it did when it was at General Motors.

Included among its many unique features are: a functional stainless steel tubular exhaust system with primary tubes exiting the body through the front fenders; a special "firefrost" paint job (this color was released to production in 1965 on Cadillacs); a custom interior incorporating seat, console and instrumentation motifs eventually adopted on 1964 Corvettes as well as unique door panel, carpeting and floor grill treatment. Other special features include a special wood steering wheel, battery relocation behind the passenger seat, extensive use of chrome and crinkle finish in the engine compartment and original 8.15 x 15 Goodyear Blue Streak tires. This car is one of three similarly equipped 1963 Corvettes that are known to exist today.

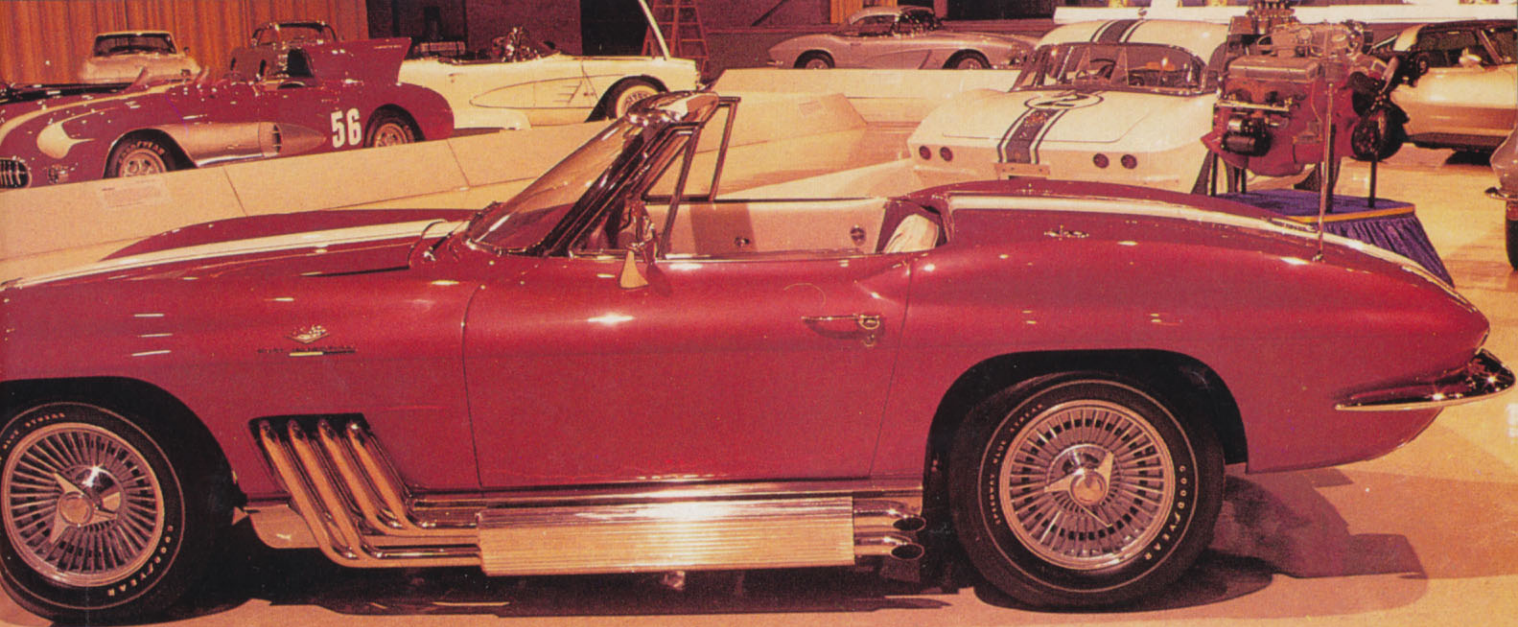


1957 Rochester Ram-Jet Prototype

Assembled for this engine display is a close facsimile of the famous photograph of the first fuel injected Corvette motor. This engine features one of the oldest complete fuel injection units known to exist, officially noted as unit number 9. As the unit was originally assembled at Rochester Products under strict laboratory conditions, it received fuel meter number 5 and numerous other prototype pieces.

Fuel injection, as developed by the brilliant engineers John Dolza and Zora Duntov and built by Rochester Products, was never intended to be a mystery.

The fuel injection system used on the 1957 Corvette is of the continuous flow type, and fuel is sprayed through calibrated nozzles just outside each intake port. Aside from the intake manifold, there are two basic components—the air meter and the fuel meter. The air meter admits air into the intake manifold when the throttle is opened and at the same time signals the fuel meter so that fuel can be supplied to combine with the air in the proper ratio. The fuel meter contains a fuel reservoir, high pressure pump, fuel control system, plus diaphragms which control fuel rate according to speed and load. Also in the fuel meter are auxiliary controls for starting and normal operation. Fuel from the fuel meter goes to fuel distribution nozzles and is sent to each bank of cylinders under very high pressure.



CERV II Corvette Experimental Racing Vehicle Owner: Miles C. Collier of Naples, FL

This Corvette Experimental Racing Vehicle was the most radical advanced vehicle ever to come from Chevrolet. Built in 1963, this mid-engine 4-wheel drive with fluid couplings, was a pet project of Zora Arkus-Duntov. The CERV II had been made possible by the availability of relatively inexpensive, lightweight metals and the increased power output from smaller, more efficient engines. CERV II took full advantage of both developments.

The CERV II's body was styled in the underground studio of Larry Shinoda and Tony Lapine. Its fiberglass roadster shape had a low nose with a spoiler at the rear, referred to as a "cow's tongue" by Duntov.

The car was originally powered with a 377 cubic inch aluminum engine equipped with fuel injection, and reached speeds in excess of 200 mph at the Milford five mile track.

The car is currently equipped with a ZL-1 engine, which at times has also been tested with Hilborn fuel injection and has accelerated from 0-60 in 2.8 seconds.

CERV II currently resides at the former Briggs Cunningham Automotive Museum, now known as Collier Historic Motorcars, in Costa Mesa, California. According to museum general manager Tom Milton III, a new home for the car is presently under construction in Naples, Florida, where Mr. Collier is building a museum.

