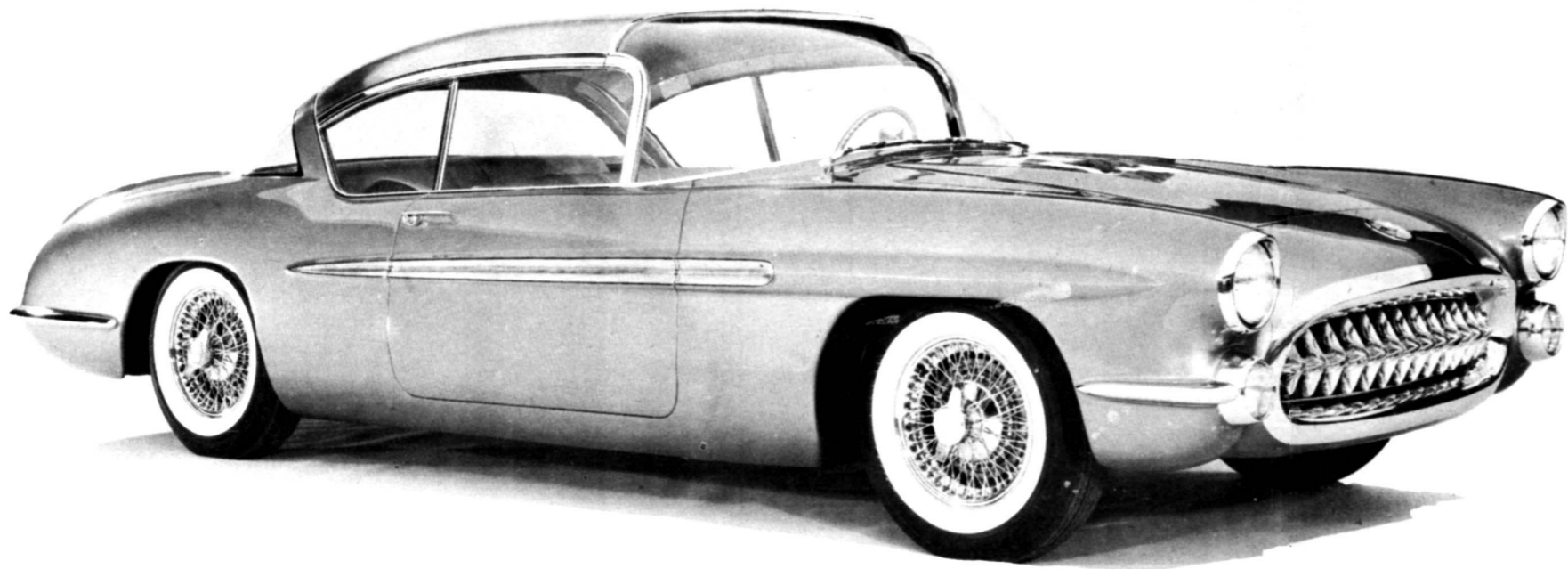
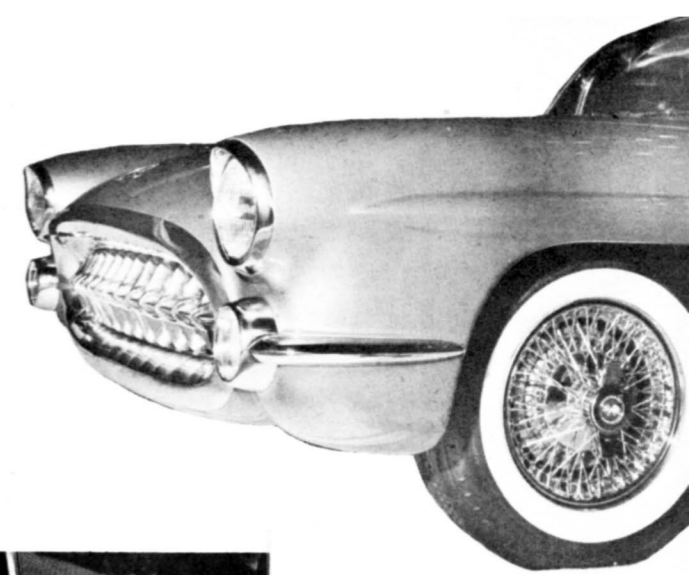


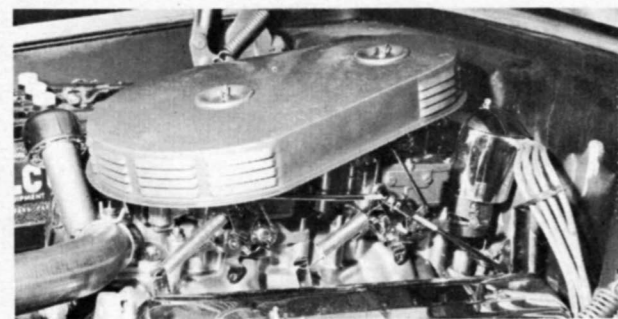
corvette impala:



Impala features Dayton wire wheels with knock-off hubs. Grinning grille is susceptible to damage even in light traffic.



THE SHAPE OF CHEVIES TO COME?



ABOVE: Dual Carburetors linked by one air cleaner are Carter four-barrel units. BELOW: Rear seat permits only two passengers to ride. Center rest is also small compartment. Courtesy light is under arm rest.

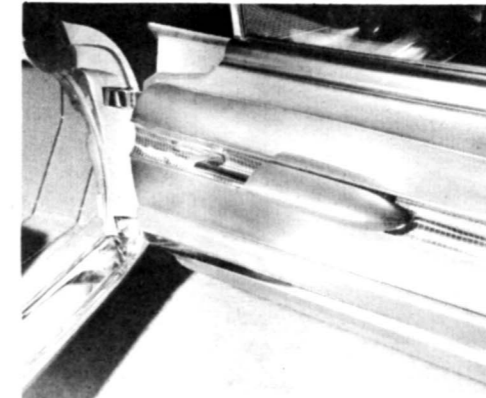
CCHEVROLET's recent "dream cars" have all shown a far more realistic, down to earth approach than have most of the others in the GM Motorama line-up. The proof of that statement is easily seen in the speed with which the experimental models reach production. First came the Corvette, then the beautifully executed Nomad wagon. From all appearances the latest dream car, called the Impala after an African antelope noted for grace and swiftness, is no exception. A five passenger sport coupe, the car embodies all those elements which could be lumped under the term "Gran Turismo" without borrowing excessively from the European practice.

From a styling standpoint the lines are clean and crisp and the designers have made a definite effort to avoid useless fins and the excessive chrome gimmicks so often used to hide styling errors. The result is an eminently practical car that is light in appearance and yet retains the solid usefulness of the ever popular hard-top coupe or sedan. Like the hard-top, the Impala,

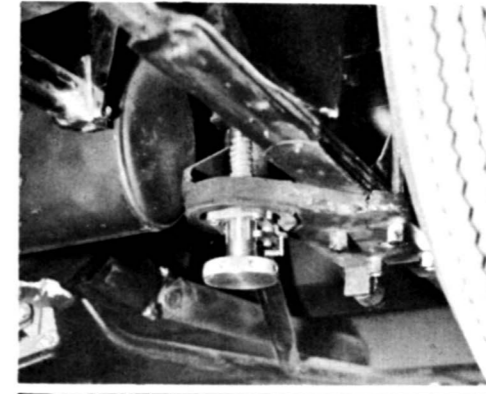
though small in appearance, is no midget. Wheelbase and tread are the same as those of Chevrolets in current production and the interior is fully as roomy as any standard five passenger coupe now in the street.

On the show car the interior is a bit futuristic for production as is the instrumentation which is definitely inferior to that of the Corvette. Upholstery is in a combination of blue leather and metallic fabric tinted a silver blue, a dreamlike combination unlikely to see production if only for price alone. Safety is a major motif in the Impala interior; virtually every corner or edge that might be a bludgeon in case of an accident has been padded most thoroughly. Even the long grab rail fitted from steering column to the end of the dash on the passenger's side is heavily padded and covered in leather. There are no "cookie cutter" instrument bezels or punch-like knobs on the dash and all the instruments are grouped in a shielded housing directly ahead of the driver. The steering wheel, too, is of the deep-dish safety design and the large center spoke is as well padded as the grab rail. All door latch handles are recessed in wells to prevent any chance of catching in clothing. In fact, the whole interior feels as though the car could be ridden over Niagara Falls with little more discomfort than would be afforded by the fabled padded barrel.

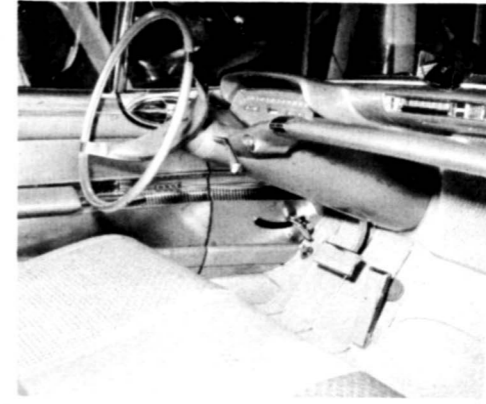
Power for the Impala comes from a 1956 Corvette engine—one more item
(Continued on page 58)



Handles and buttons are recessed and rounded for safety. Appointments are simple and neat.



Apparently equipped with integral jacks at all four wheels. Manufacturer's comment was wry smile.



Instruments are set directly in front of driver. Note foot emergency brake. Deep dish wheel is padded.

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Jaguar

(Continued from page 57)

nected the two bottom rear trailing arms with a torsion anti-rolling bar, sensibly decreasing the rear cornering power. Both at Nassau and Palm Springs D-Types have suffered from lateral stabilizer failure, a weak point shown up by much more strenuous U. S. cornering conditions.

Short courses are also hard on brakes, and a disc can't dissipate heat without an air supply, so the front ducts are supplemented by 1954-type scoops. New ducting clamped to the axle tubes also picks up air from beneath the car and directs it on the leading edge of the rear discs. Just in case, a radiator blind is fitted that pulls down from the top window-shade-fashion and can be controlled from the cockpit.

Johnston didn't go over 6300 rpm at Nassau, and yet managed to break up the front connecting rod. On the other hand, Moss ran his engine up to 7200 in the '54 Le Mans, probably on the overrun when suffering from bad brakes, and didn't bust anything. The factory recommends that speeds above 5750 rpm be held for short periods only, and that upshifts be made at 5500. Gearing should allow the D to reach but not exceed 5800 on the straights. 5750 rpm move the pistons at 4000 feet per minute, which is a reasonable limit for the present-day engine, and exceptional for a ten-year old concept.

Attempts at prediction are always risky, but if Jaguar enters the 1956 Le Mans under the announced prototype rules, they might do well by adding long-awaited fuel injection to the 2.5 litre block that was tried in the 1954 Tourist Trophy and later ap-

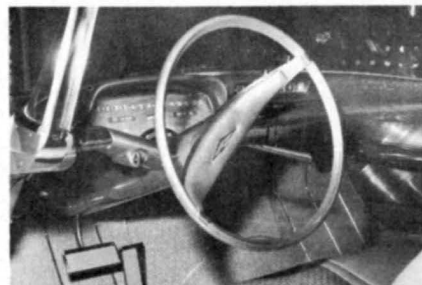


peared in the "2.4" sedan. Such a combo would be good for 100 bhp per litre anyway, and should wind up like a buzz saw. The great value of the Jaguar standard line is in no small way related to the lessons learned from such fabulously fast road machines as the hottest Jag: the D-Type. #

Chevies

(Continued from page 17)

already in volume production and not for the Corvette alone. This is a very hefty plant with a claimed 225 horsepower, peaking out at 5200 rpm which is probably the highest peak speed in the industry with only one exception. Torque also comes in at a fairly high 3600 rpm with a rating of 270 lbs/ft. These high rpm figures account in part for the seeming fact that Chevrolet's horses appear more powerful than those developed by other engines. Carburetion is provided by two four-throat units, one of which opens ahead of the other to prevent over-carburetion. Compression ratio is 9.25 to 1, a squeeze which points definitely to the use of premium fuel as S.O.P. One of the biggest extra-power items in the engine, however, is a camshaft that literally screams "full race" when the characteristics become known. Lift is .404 of an inch at the intake valve and .413 of an inch at the exhaust valve. Duration for the intake is 264



degrees and for the exhaust 266 degrees. Valve acceleration or rate of lift is also quite high for a Detroit product. Despite these characteristics idle speed is reasonably low and there is very little lope even at engine speeds as low as 600 rpm.

In view of Chevrolet's past performance in producing some version of each dream car (with the exception of the Biscayne and Corvair) coupled with the practicality of the Impala design it seems quite possible that the new coupe may very well see the street in the not so distant future. The Chevrolet people are, of course, quite cagey on the subject and point out that the car is, after all, a show car—but they haven't denied thinking very seriously about it either. One thing is certain—if produced, the Impala could be a sure seller and would be very rough competition indeed for certain of the more glamorous products of rival manufacturers. #