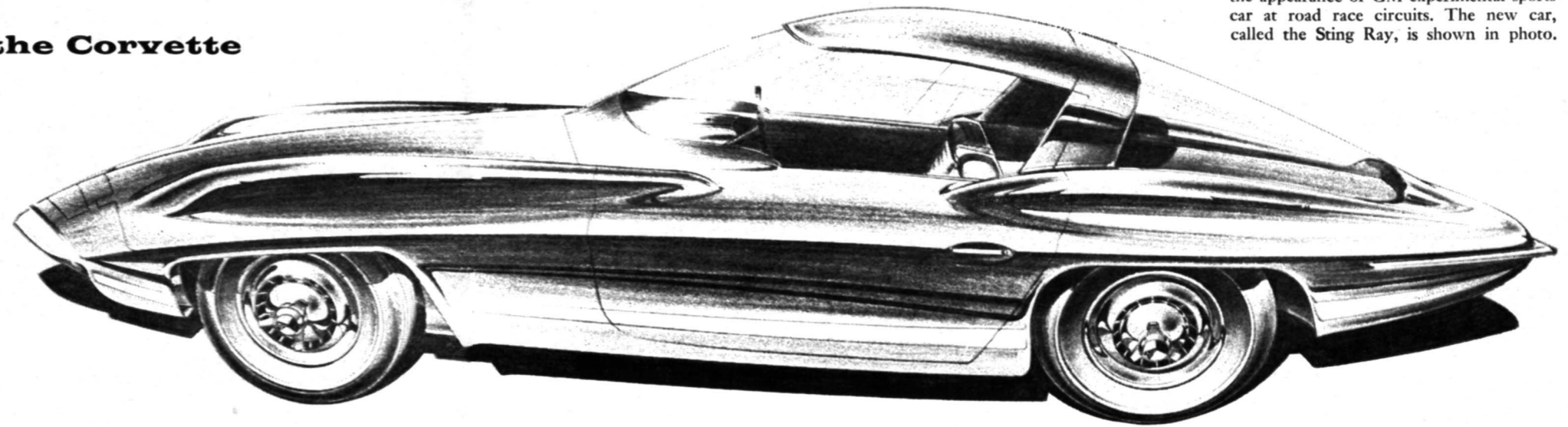


**GM's sportscar experiment matches  
MOTOR LIFE's prediction  
of the future of the Corvette**

**CORVETTE PROTOTYPE?** This drawing in MOTOR LIFE nearly a year ago, by Pete Brock, has had some confirmation, since the appearance of GM experimental sports car at road race circuits. The new car, called the Sting Ray, is shown in photo.



FOR TWO years now reports have persisted in Detroit that a new Chevrolet Corvette is nearing production. It was rather widely expected, in fact, that the 1960 model would be an all-new design. Instead, the familiar sports car, with minor modifications, still is with us.

About a year ago, in the February 1959 issue, there appeared in this magazine a speculative story, by Peter Brock, a former GM stylist who had been engaged in experimental design work on sports car projects. It was suspected that one design he detailed in particular was a prototype of the forthcoming Corvette.

None of this has been verified as of this date. Several

**CRYSTAL BALL CORVETTE**

months ago, however, there appeared at several Eastern road racing circuits a car that, in some respects, bore a striking resemblance to the sketches in MOTOR LIFE of last February. This car, from GM styling studios, was called the "Sting Ray." For purposes of comparison, photos of the experimental sports car and Brock's sketches of the prototype are shown on these pages.

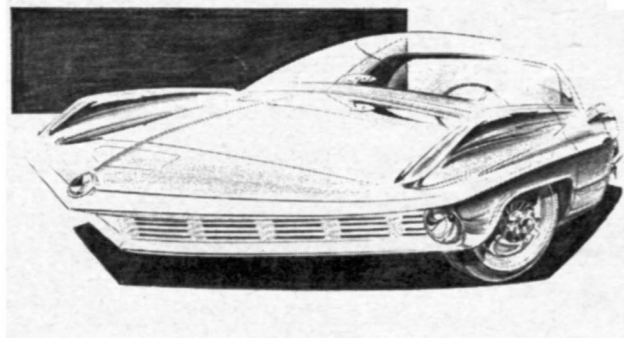
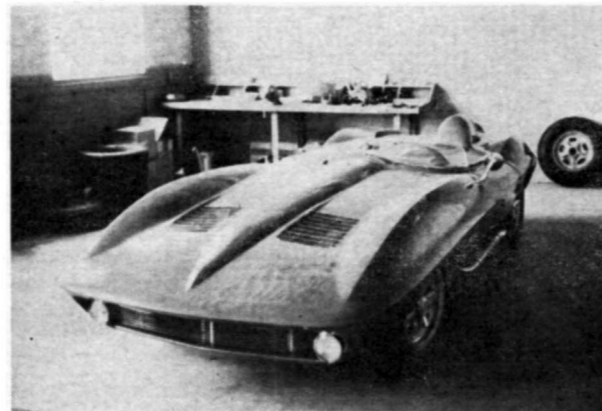
Very little is known about the Sting Ray and GM has not made the usual efforts to publicize it. The car sustained some damage while at Meadowdale and Elkhart Lake circuits and, at last report, a new body of the same shape, but formed of thinner fiberglass, was being prepared, presumably for a visit to Nassau for speed events there.

The Sting Ray was created under the direction of William Mitchell, GM chief of styling, and is considered as his personal machine. This was common practice with many prototypes during the regime of Mitchell's predecessor, Harley Earl. The driver, in competition, has been Dr. Dick Thompson, of Washington, D.C.

Engine in the Sting Ray is a fuel-injected 283-cubic-inch Chevrolet V-8, with a Duntov cam, special aluminum cylinder head, and a compression ratio believed to be about 10-to-1. Horsepower reportedly is rated at 315 at 6200 rpm. This engine is coupled to a standard Corvette four-speed gear box.

Overall dimensions are wheelbase 92, tread 51.5, length 175, width 68 and height at the cowl 31.5. Dry weight is 2150 lbs., which some close observers think may be excessive. The brakes are a new type, for GM at least, and were developed by the Moraine division.

There is nothing to indicate that the Sting Ray is a forerunner of the 1961 Corvette, if a new design is planned for introduction in that model year. But a good guess would be that it has something to do with the shape of Corvettes to come.



**FRONTAL SIMILARITY** between the Sting Ray (top) and the speculative drawing is apparent in this comparison of views. Future appearances of Sting Ray will be with a new body but general lines are not expected to change significantly.



**THE STING RAY HAS BEEN CENTER OF ATTENTION AT EASTERN ROAD RACES, WHERE IT HAS BEEN TESTED IN COMPETITION.**