

Get State-Of-The-Art Handling For Your 1953-1962 Corvette!



Following the very successful launch of our GT Sport chassis for 1955-57 Chevys, AME's engineering staff focused its attention on the First Generation Corvette. While the classic styling of 1953-62 'Vettes has legions of admirers, the car's notoriously harsh ride and dubious handling characteristics have prevented enthusiasts from enjoying a driving experience in a manner that owners of C5 and C6 Corvettes have come to expect. In addition to providing a phenomenal "bolt on" improvement for those First Generation Corvette owners

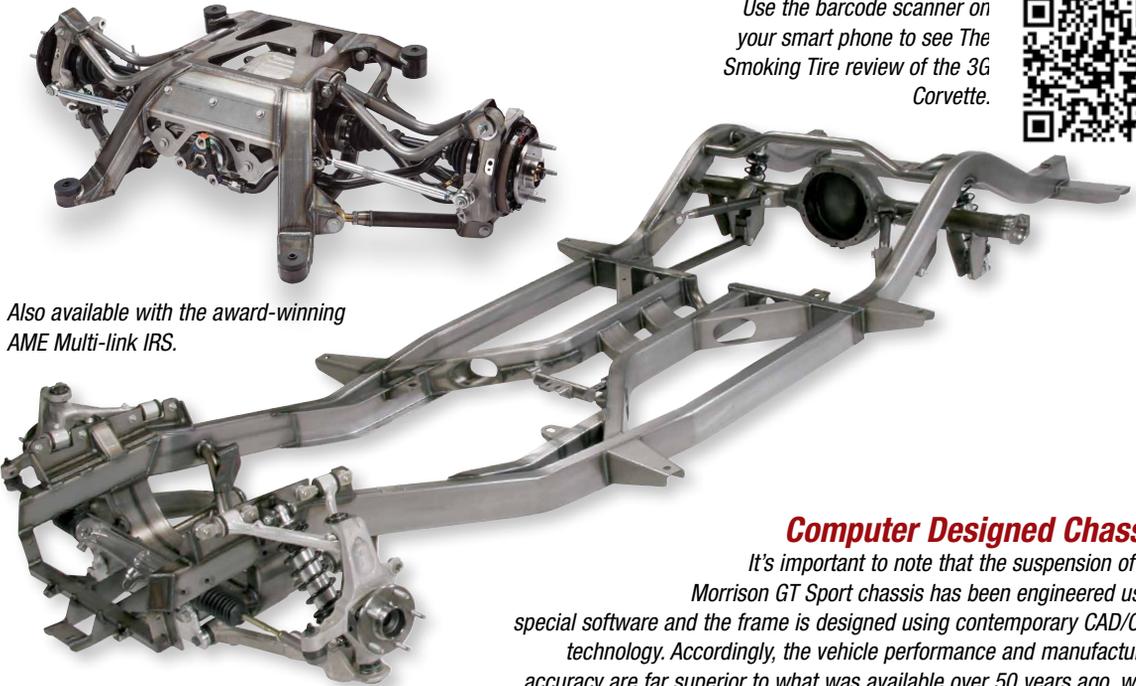
willing to step up, this latest addition to Art Morrison's GT Sport Chassis line provides an excellent foundation for anyone wanting to build a classic Corvette-bodied "kit car." There are a number of 1953-55, 1956-57 and 1958-62 style bodies on the market that would lend themselves well to this particular application.

The first chassis off the production line became the foundation for Art Morrison's "Project 3G" 1960 Corvette, which won several important construction awards and raised the bar in performance through a

series of tests conducted by leading automotive publications. With an average of 1.05 Gs on the skid pad, a 116-foot braking distance from 60 mph and quarter mile times in the low 12s at over 120 mph, the car exceeded a "G" in each of the measured performance criteria.

Subsequently, many other 1st generation Corvettes have been given a new lease on life with a Morrison GT-Sport chassis. It's a project that is well within the scope of any competent do-it-yourself builder.

Use the barcode scanner on your smart phone to see The Smoking Tire review of the 3G Corvette.



Also available with the award-winning AME Multi-link IRS.

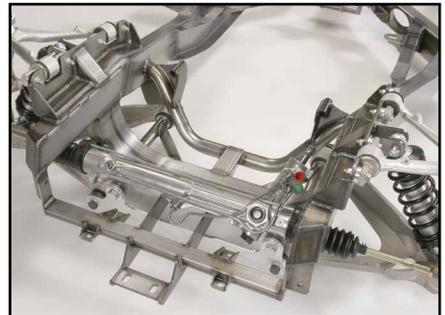
Computer Designed Chassis

It's important to note that the suspension of the Morrison GT Sport chassis has been engineered using special software and the frame is designed using contemporary CAD/CAM technology. Accordingly, the vehicle performance and manufacturing accuracy are far superior to what was available over 50 years ago, when the original "C1" Corvette was designed and built.

BARE CHASSIS: includes welded bumper-to-bumper profile 2"x4" frame, body mounts, bumper mounts, center frame, exhaust holes, core support, engine mount towers, trans x-member brackets.

CHASSIS WITH SUSPENSION: includes bare chassis, C6 Corvette upper and lower control arms and spindles, power rack & pinion, front and rear sway bars, 9" housing triangulated 4-bar links, and Strange adjustable front and rear shocks with springs. **\$16,665.00**

COMPLETE CHASSIS: includes chassis with suspension, C6 13" front disc brake kit, rear disc brake kit, Strange 31-spline axles, center section mounting kit, Strange nodular-iron center section with posi-traction and trans crossmember. Everything you need for a rolling chassis, less tires and wheels. **\$20,600.00**



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WARNING: Cancer Reproductive Harm-
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