

1967 Corvette: Corvette Design Meeting - November 25, 1964

Below is a copy of rare internal meeting minutes of the Chevrolet Design Staff regarding the 1967 Corvette model year and various styling changes that were under review a few years prior.

John Hinckley wrote a followup letter to Vette Vues Magazine regarding this document that appeared in their June 2014 issue. He writes:

Subject: Re: Corvette design meetings where Zora attended Mid Year Corvettes

Date: Mon, Feb 10, 2014 10:08 am

Hi Alan -

That was Jim Premo who was an Assistant Chief Engineer in the passenger car and truck Body design group; don't know why he [was] involved himself in the Corvette Group in late 1964, but it didn't last long. I didn't become involved in Corvette until 1967, and as far as I know, none of those Premo proposals ever came to fruition, and Jim Premo wasn't in the chain of command between Zora and Alex Mair (Chevrolet Director of Engineering, to whom ALL the Chief Engineers reported).

I never say any of those proposals on paper, or on any prototype or pretest cars, and never saw any concealed roll bar designs; the upper structure of the coupe was redesigned at least twice very late in the program, which is what

delayed the '68 coupe launch by six months, as I've outlined before.

Regards, John Hinckley

1967 MODEL YEAR

BODY DESIGN

Styling Discussion

Mr. Jakust reported that Styling is insisting there be no hood cut lines. This requires a tilt front end which would be costly. Engineering will propose a cut line that should be acceptable.

An additional Styling proposal using an automatic roof which opens and closes with the doors is also under study.

Mr. Premo directed that (1) a working model of the tilt type front end be incorporated on a 1964 Corvette (2) design of the fixed roof be continued on hard line and that the automatic roof proposal be prepared as an alternate design on a soft line basis and (3) costs be prepared on the tilt type front end and the automatic roof.

Body Construction Problems

Mr. Valade discussed the following problems which are being encountered in the body design.

A. Seating - Seat angle is good but the steering wheel and front fenders are in the line of vision. A solution would be to raise the seat in the forward position along with an adjustable seat back.

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Body Construction Problems (Continued)

B. Headroom and Steering Wheel - Mr. Premo reported that Styling has agreed to raise the roof line 1/2". The former 36-1/2" headroom dimension as compared to the 1965 dimension of 37.6" was felt not to be adequate. To improve driver vision a 15-1/2" diameter steering wheel will be designed, but release is to be held-up until Styling has changed the roof line.

C. Hood Clearances

- Clearance to the base 327 cu. in. engine air cleaner is satisfactory.
- A raised area must be added to the hood to provide clearance for the 427 cu. in. engine air cleaner. Mr. Premo stated this bump is to be styled and added to the seating buck.
- Fuel injection requires an additional raised area making a total of three (3) hoods that are required.
- The close clearance at the fan shroud is expected to be relieved by revised styling.
- Mr. Premo approved Mr. Valade's proposal to relocate the alternator to left side of engine to avoid interference. Mr. Premo requested that a summary be prepared of the changes required (with costs) to incorporate the alternator relocation and use of the "B" Car manifold.

D. Radiator - Mr. Arkus-Duntov reported that providing sufficient cooling is a problem and requested the Body Design Group's assistance in providing the widest possible mounting area.

E. Plenum Area - Design work is progressing satisfactorily. Mr. Premo suggested that thermo-plastics be investigated for use in the heater and air conditioning cases.

F. Door - No design problems are being experienced at this time. Door hinges will be simpler and have a wider span.

G. Wheel Clearance - Design is to be compatible with the present Corvette.

Roll Bar

Mr. Premo requested that an investigation be made to determine the feasibility of incorporating a concealed roll bar into the aero-coupe.

Convertible and Auxiliary Tops

Mr. Jakust reported that the convertible top is being studied for removal of the loose bow for improved appearance.

A study determining the possibility of fitting the auxiliary top to the same line as the convertible top is under investigation.

CHASSIS DESIGN

Mr. Arkus-Duntov reported that the rear suspension is being studied for possible incorporation of super-lift shock absorbers. The differential is also being studied for possible new pinion nose mount.

STATUS OF PROGRAM

Pretest and Prototype Requirements

Mr. Premo directed that two (2) additional prototypes be added to Mr. Dougherty's proposed build schedule, making a total of two (2) pretest and five (5) prototype vehicles.

NEXT MEETING

The next Corvette Design Meeting will be held January 8, 1965, at 2:00 p.m., in the Executive Conference Room. An Agenda will be issued in advance of the meeting.

C. E. Gullekson / SJO
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Program Planning

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G. M. CONFIDENTIAL - CHEVROLET MANAGEMENT AND ENGINEERING STAFF MEMBERS

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