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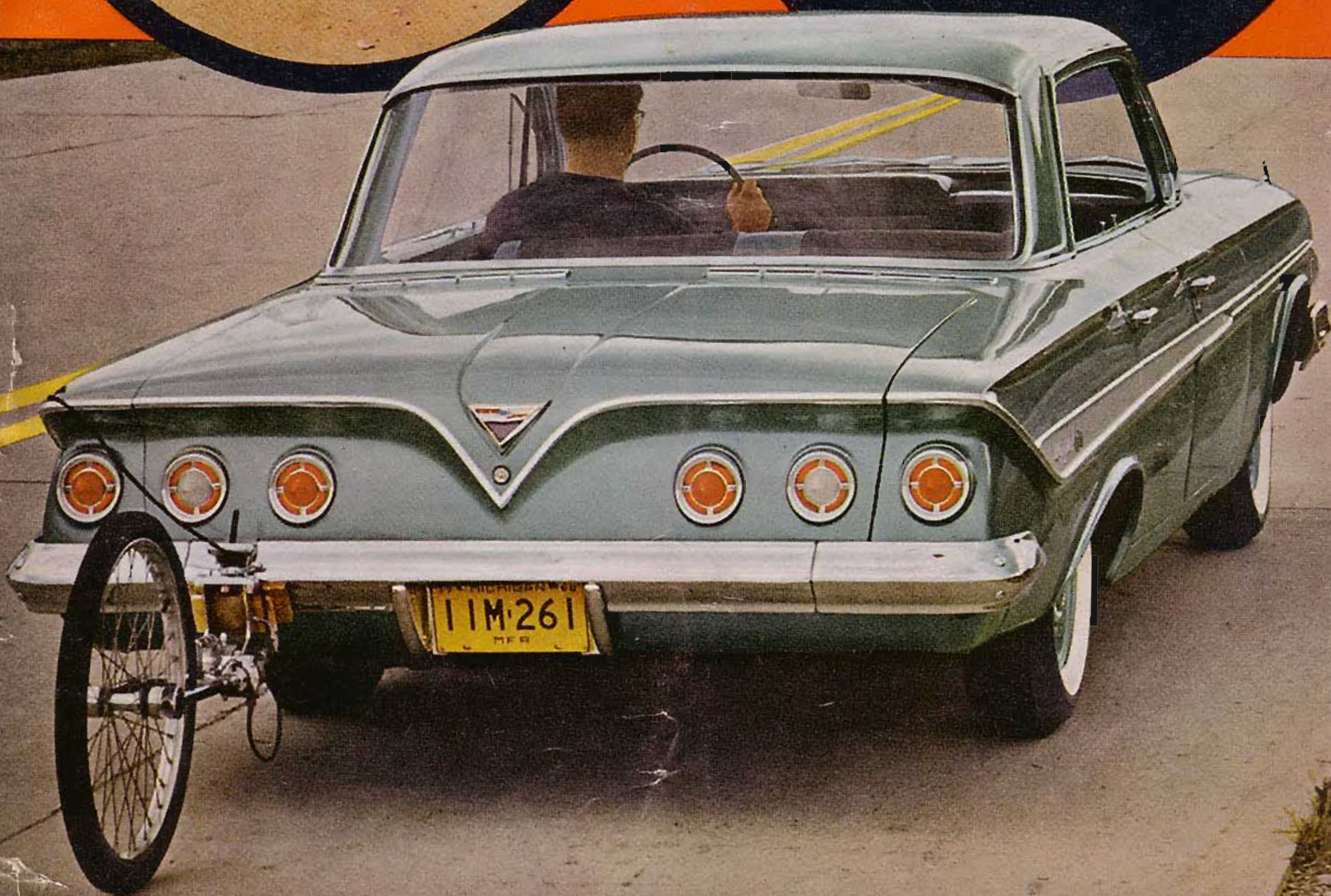
MOTOR TREND

JANUARY 1961 35¢

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PININFARINA STYLES VARIATIONS ON THE CORVAIR AND FERRARI

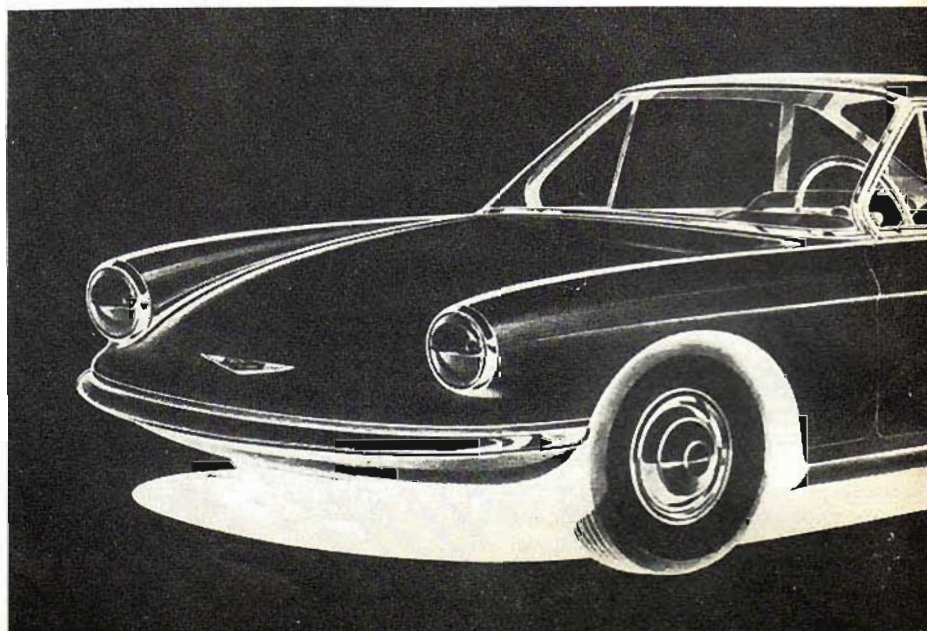
FRESH IDEAS in body design are to be expected of Pinin Farina, the master stylist of the Italian motor industry. But, for this year's Paris Show, he produced a pair of special exhibits that surpass even his usual originality.

First, he took the world's most coveted two-seater, the Ferrari, and turned it into a sleek four-place coupe. Then, he adapted the six-passenger Chevrolet Corvaire to a sports design for two!

The Ferrari, mounted on the famous

250-GT chassis and described as a "two-plus-two-seater," was first described by Gordon Wilkins in the October issue of MOTOR TREND. It has the same wheel-base as normal, two-place versions of the car, but the engine and gearbox have been moved forward to create a more spacious interior. Overall length is actually a bit less than that of the standard coupe.

At the front, the traditional Ferrari grille is featured, though scaled down to conform with the new body style's con-



With the same wheelbase as two-seater Ferraris, Farina's 250-GT coupe accommodates 4 passengers.

servative appearance. The rear is highlighted by a "fastback" treatment. Ornamentation is kept to a minimum on all parts of the body.

Front seats are contour-shaped buckets, while rear passengers are held in place by center and side armrests. One novel touch is a cutout in the rear of the front seat-backs to increase rear kneeroom.

Perhaps even more impressive is the special coupe design for the Chevrolet Corvair. Because the standard version of the car has a unit body, Farina had to create an entirely new structure as well as a new style. The wheelbase was shortened approximately seven inches for a sports car flavor.

The car is truly aerodynamic in design. The hood slopes forward with smooth, curved lines, featuring a hollow treatment at the extreme front which increases air pressure and, thereby, weight on the front wheels.

The individual seats are built in such a way that the cushion and back do not "creep" in relation to each other, a common discomfort with most such contoured units. In the car built for display in Paris, the interior is finished in a very light tan leather.

Created as a show car, the Corvair by Farina is not expected to appear as a production model. /MT

The master touch of Italy's best known stylist has been applied to America's most unusual car; here is Farina's new two-seater for the Chevrolet Corvair.



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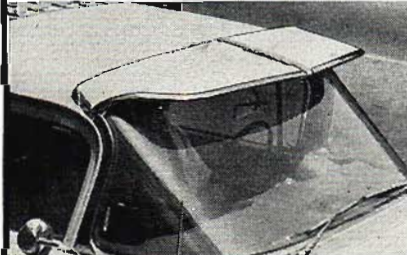
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